

**Marysville City Council Work Session**

**November 17, 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 November 10, 2008 City Council Meeting Minutes.
2. Approval of November 17, 2008 City Council Work Session Minutes.

**Consent**

3. Approval of November 5, 2008 Claims in the Amount of \$1,016,233.82; Paid by Check No.'s 51296 through 51467 with Check No. 50696 Voided.
4. Approval of November 12, 2008 Claims in the Amount of \$1,582,346.18; Paid by Check No.'s 51468 through 51618 with Check No. 50653 Voided.

**Review Bids**

**Public Hearings**

**Action Items**

5. An **Ordinance** of the City of Marysville levying regular taxes upon all property real, personal and utility subject to taxation within the corporate limits of the City of Marysville, Washington for the year 2009 and levying taxes in addition to the regular property tax for payment of debt service on the City's unlimited General Obligation Bonds, 1986 and refunded in 1996.
6. An **Ordinance** of the City of Marysville adopting a budget for the City of Marysville, Washington, for the year 2009, setting forth in summary form the totals of estimated revenues and appropriations for each separate fund and the aggregate totals of all such funds combined, and including the Pay Classification Plan.

**New Business**

***Work Sessions are for City Council study and orientation – Public Input will be received at the November 24, 2008 City Council meeting.***

## Marysville City Council Work Session

November 17, 2008

7:00 p.m.

City Hall

7. Acceptance of the Cedar Crest Vista Pump Replacement Project to Start the 45-Day Lien Filing Period for Project Closeout.
8. Interlocal Agreement for Furnishing Equipment Maintenance/Repair Services with Snohomish County for the period of January 22, 2009 through December 31, 2009.
9. Professional Services Agreement – Amendment No. 1 with Makers, Inc. for the Civic Center Site Analysis.
10. Lease Agreement with Secure Alert, Inc. to Provide Monitoring Devices for Use in our Alternative to Sentencing Program.
11. Edward Springs Well 1 R Project – Change Order No. 3 with Gary Harper Construction, Inc. and Approve an Additional Expenditure on the Contract in the Amount of \$531.58 Including Washington State Sales Tax.
12. An **Ordinance** of the City of Marysville, Washington, Amending Ordinance No. 2569 and the Marysville Growth Management Comprehensive Plan by Approving the 2008 Staff Initiated Amendment Requests No. 1 & 2, Which Amend the Comprehensive Plan's Land Use Map Designations for Urban Growth Area Property in the 4300 Block of 113<sup>th</sup> Pl. NE from Medium Density Single Family to Low Density Multiple Family and in the 5800 Block of 100<sup>th</sup> Street NE from Recreation to High Density Single Family, Pursuant to the City's Annual Amendment and Update Process.
13. An **Ordinance** of the City of Marysville, Affirming the Decision of the Hearing Examiner, Rezoning Approximately 3.02-Acres Abutting the Northern Boundary of Gissberg "Twin Lakes" Park from R-12 to Mixed Use, and Amending the Official Zoning Map of the City.
14. An **Ordinance** of the City of Marysville, Washington, Amending the Marysville Growth Management Comprehensive Plan, Ordinance No. 2569, as Amended, by Adopting the 2008 City of Marysville Transportation Element as a Sub-Element of the Marysville Comprehensive Plan, Pursuant to the City's Annual Amendment and Update Process.
15. An **Ordinance** of the City of Marysville, Washington Amending the Marysville Growth Management Comprehensive Plan, the Official Zoning Map, Ordinance No. 2131 and 2569, as Amended, and Title 19 MMC, by Approving 2008 Citizen initiated Amendment Request No. 2 (Wakefield-Lakewood), Which Amends the Comprehensive Plan's Land Use Map Designation for Property Located North of 172<sup>nd</sup> Street NE (SR 531), West of 27<sup>th</sup> Avenue NE, Including Properties Located on Either Side of 25th Avenue NE, and Rezones Said Property, from General Commercial to Mixed Use, Pursuant to the City's Annual Amendment and Update Process.

***Work Sessions are for City Council study and orientation – Public Input will be received at the November 24, 2008 City Council meeting.***

**Legal**

16. Approval of Second Amendment to 1995 Agreement between the City of Marysville and the Tulalip Tribes to Wheel Water.

**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 Tracy Jeffries, Assistant Administrative Services Director, 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.

<b>Call to Order/Pledge of Allegiance/Roll Call</b>	7:00 p.m.
<b>Presentations</b>	
Employee Service Awards	Completed
<b>Approval of Minutes</b>	
Approve October 27, 2008 City Council Meeting Minutes.	Approved
Approve November 3, 2008 City Council Work Session Minutes.	Approved
Approve October 21, 2008 City Council Budget Workshop Minutes.	Approved
<b>Consent Agenda</b>	
Approval of October 22, 2008 Claims in the Amount of \$1,179,635.18; Paid by Check No.'s 50938 through 51120 with Check No.'s 16374, 17079, 17664, 18497, 18534, 18568, 18754, 19310, 19363, 19419, 19474, 19622, 19628, 20173, 20479, 20550, 20667, 21317, 21682, 21774, 21869, 21996, 22076, 22643, 23513 and 23538 Voided.	Approved
Approval of October 29, 2008 Claims in the Amount of \$365,861.80; Paid by Check No.'s 51121 through 51295 with no Check No's Voided.	Approved
Approval of November 5, 2008 Payroll in the Amount of \$1,221,266.59; Paid by Check No's 20587 through 20643 with Check No. 20446 Voided.	Approved
Authorize the Mayor to Terminate the Facility HVAC Maintenance Services Contract with the W.A. Botting Company.	Approved
<b>Review Bids</b>	
Award Bid for the Edward Springs Booster Pump Station Piping Modifications Project to Archer Construction in the Amount of \$67,714.85 Including Washington State Sales Tax, and Approve a Management Reserve of \$3,400 for a Total Allocation of \$71,114.85.	Approved
Award Bid for the SR 9 Reservoir Demolition Project to Plats Plus, Inc. in the Amount of \$44,590.25 Including Washington State Sales Tax and Approve a Management Reserve of \$5,409.75 for a Total Allocation of \$50,000.	Approved
<b>Public Hearings</b>	
2009 Preliminary Budget.	Held
<b>New Business</b>	
An Ordinance of the City of Marysville levying EMS taxes upon all property real, personal and utility subject to taxation within the corporate limits of the City of Marysville, Washington for the year 2009.	Approved Ord. No. 2749
An Ordinance of the City of Marysville adopting a budget for the City of Marysville, Washington, for the year 2009, setting forth in summary form the totals of estimated revenues and appropriations for each separate fund and the aggregate totals of all such funds combined, and including the Pay Classification Plan.	Continued
An Ordinance of the City of Marysville adopting a budget for the City of Marysville, Washington, for the year 2009, setting forth in summary form the totals of estimated revenues and appropriations for each separate fund and the aggregate totals of all such funds combined, and including the Pay Classification Plan.	Continued
<b>Legal</b>	

<b>Mayor's Business</b>	
<b>Staff Business</b>	
<b>Call on Councilmembers</b>	
<b>Adjournment</b>	9:03 p.m.

COUNCIL



MINUTES

**Regular Meeting**

November 10, 2008

**Call to Order / Invocation / Pledge of Allegiance**

Mayor Dennis Kendall called the November 10, 2008 meeting of the Marysville City Council to order at 7:00 p.m. at Marysville City Hall. The invocation was given by Police Chaplain/Pastor Victor Rodriguez of the Free Methodist 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 Jon Nehring, Councilmember Lee Phillips, Councilmember Carmen Rasmussen, Councilmember Jeff Seibert, Councilmember John Soriano, Councilmember Jeff Vaughan

**Absent:** Councilmember Donna Wright

**Also Present:** Chief Administrative Officer Mary Swenson, Finance Director Sandy Langdon, Police Chief Rick Smith, Community Development Director Gloria Hirashima, Commander Rob Lamoureux, Parks and Recreation Director Jim Ballew, Community Information Officer Doug Buell, Public Works Director Kevin Nielsen, Financial Planning Manager Denise Gritton, Financial Analyst John Nield, Judge Fred Gillings and Court Administrator Suzanne Elsner, City Clerk Tracy Jeffries,

**Motion** made by Councilmember Rasmussen, seconded by Councilmember Seibert, to excuse Councilmember Wright who was out of town. **Motion** passed unanimously (6-0).

**Committee Reports**

None

## **Presentations**

Employee of the Month – Kyle Woods

Mayor Kendall congratulated Public Works Engineering Aid Kyle Woods as the Employee of the Month for November. He commended Kyle's performance and reviewed his contributions to the City.

## **Audience Participation**

None

## **Approval of Minutes**

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

**Motion** made by Councilmember Vaughan, seconded by Councilmember Seibert, to approve the minutes as presented. **Motion** passed 6-0.

2. Approval of November 3, 2008 City Council Work Session Minutes.

Councilmember Phillips indicated that he would be abstaining from the vote since he did not attend the November 3rd meeting.

**Motion** made by Councilmember Nehring, seconded by Councilmember Soriano, to approve the minutes as presented. **Motion** passed 5-0 with Councilmember Lee abstaining.

3. Approval of October 21, 2008 City Council Budget Workshop Minutes.

**Motion** made by Councilmember Nehring, seconded by Councilmember Vaughan, to approve the minutes as presented. **Motion** passed 6-0.

## **Consent**

Mayor Kendall announced that item #12 had been pulled from the agenda.

**Motion** made by Councilmember Vaughan, seconded by Councilmember Seibert, to approve the following Consent Agenda items 4, 5, 7, and 11:

4. Approval of October 22, 2008 Claims in the Amount of \$1,179,635.18; Paid by Check No.'s 50938 through 51120 with Check No.'s 16374, 17079, 17664, 18497, 18534, 18568, 18754, 19310, 19363, 19419, 19474, 19622, 19628, 20173, 20479, 20550, 20667, 21317, 21682, 21774, 21869, 21996, 22076, 22643, 23513 and 23538 Voided.

5. Approval of October 29, 2008 Claims in the Amount of \$365,861.80; Paid by Check No.'s 51121 through 51295 with no Check No's Voided.
7. Approval of November 5, 2008 Payroll in the Amount of \$1,221,266.59; Paid by Check No's 20587 through 20643 with Check No. 20446 Voided.
11. Authorize the Mayor to Terminate the Facility HVAC Maintenance Services Contract with the W.A. Botting Company.

**Motion** passed unanimously (6-0).

### **Review Bids**

8. Award Bid for the Edward Springs Booster Pump Station Piping Modifications Project to Archer Construction in the Amount of \$67,714.85 Including Washington State Sales Tax, and Approve a Management Reserve of \$3,400 for a Total Allocation of \$71,114.85.

**Motion** made by Councilmember Nehring, seconded by Councilmember Soriano to award the bid for the Edward Springs Booster Pump Station Piping Modifications project to Archer Construction. Motion passed unanimously (6-0).

9. Award Bid for the SR 9 Reservoir Demolition Project to Plats Plus, Inc. in the Amount of \$44,590.25 Including Washington State Sales Tax and Approve a Management Reserve of \$5,409.75 for a Total Allocation of \$50,000.

Councilmember Phillips asked about the difference between the budgeted amount and the engineer's estimate. Public Works Director Kevin Nielsen explained that contracted amounts are just really good right now.

Councilmember Nehring asked about the fact that 7 of the 12 bidders did not submit all the required material. Director Nielsen explained that there was a supplemental addendum that was required for this. They were not sure why some of the bidders did not complete it.

**Motion** made by Councilmember Rasmussen, seconded by Councilmember Seibert, to award the bid for the SR 9 Reservoir Demolition Project to Plats Plus, Inc. **Motion** passed unanimously (6-0).

### **Public Hearings**

10. 2009 Preliminary Budget.

Mayor Kendall opened the public hearing at 7:18 p.m.

*Staff Presentation:*

Chief Administrative Officer Mary Swenson and Finance Director Sandy Langdon delivered a PowerPoint presentation on the budget as contained in Council's packet.

CAO Swenson discussed options for the admissions tax. She explained that adopting the budget would not automatically put in an admissions tax. She thanked the budget directors for all their hard work on the budget.

*Public Comment:*

Dorie and Chris Boyles, 3271 118th Dr NE, Lake Stevens, WA 98258, owners of the batting cage in town, expressed concern about the admissions tax and how it would impact their business in town.

CAO Swenson indicated that staff would be in contact with them and anyone else who commented on the matter tonight.

Elaine Wells, 412 172nd NE, Arlington, WA, owner of Strawberry Lanes Bowling Center, expressed concern about the admissions tax and how it would impact her business.

City Attorney Grant Weed explained that it is up to the Council to determine the specifics of the admissions tax if they choose to implement one.

Robert Hagglund, Space Station Games, 17532 Smokey Pt Blvd #42 ½, Arlington spoke in opposition to the admissions tax.

The public hearing was closed at 7:59 p.m.

Councilmember Seibert asked about the difference between what was in their packet and what they had received at the meeting. Sandy Langdon reviewed the formatting changes.

Councilmember Vaughan asked why the admissions tax isn't coming back to council until January. Mary Swenson stated that they haven't had time to meet with the businesses that will be affected. Councilmember Vaughan stated that he was not comfortable having the admissions tax as part of this budget without it being approved by Council. CAO Swenson reviewed the options available to Council.

Councilmember Phillips spoke in opposition to the tax being tied to the budget. He asked if the total of \$151,000 in the budget was assuming that the tax was at 5%. Finance Director Langdon affirmed that it was, but noted that this was a very conservative number since many businesses were not included in the calculations. Councilmember Phillips felt that this item should not be included as part of the budget since it was not ready for Council review. CAO Swenson replied that staff was under the impression that Council had wanted to consider this. She explained that the Council

could adopt the budget without the admissions tax, but they would have to direct staff to cut \$151,000 out of the budget.

Councilmember Rasmussen thought that the holiday season would be a difficult time for business owners to meet for discussions about this. She spoke in support of waiting until a time that is more reasonable for businesses to discuss their issues. She said she would like to look at the various sectors that this would cover and what exemptions could be made.

Councilmember Seibert said he would like to see a survey of what other cities are charging for the admissions tax.

Councilmember Soriano asked Councilmember Phillips and Vaughan if they would be more comfortable with the budget if this was stricken.

Councilmember Nehring asked for confirmation that if this was removed from the budget staff would either have to bring back a budget with \$151,000 cut out or take the money out of reserves. Mayor Kendall affirmed this and explained that the Council has the ability to make amendments to the budget at any time.

### **New Business**

13. An Ordinance of the City of Marysville levying EMS taxes upon all property real, personal and utility subject to taxation within the corporate limits of the City of Marysville, Washington for the year 2009.

**Motion** made by Councilmember Soriano, seconded by Councilmember Seibert, to adopt Ordinance 2749. **Motion** passed unanimously (6-0).

14. An Ordinance of the City of Marysville levying regular taxes upon all property real, personal and utility subject to taxation within the corporate limits of the City of Marysville, Washington for the year 2009.

**Motion** made by Councilmember Seibert, seconded by Councilmember Vaughan, to adopt Ordinance 2750 with the elimination of section two, resulting in not taking or banking the 1% property tax. Councilmember Soriano requested a roll call vote. Upon a roll call vote, the **motion** tied (3-3) with Councilmembers Nehring, Seibert and Vaughan voting in favor and Councilmembers Rasmussen, Phillips, and Soriano voting against.

**Motion** made by Councilmember Phillips to approve Ordinance 2750, Option 1, with 0% property tax increase, but banking the 1%. Mayor Kendall called for a roll call vote. The **motion** tied (3-0) with Councilmembers Rasmussen, Phillips and Soriano voting in favor and Nehring, Seibert and Vaughan voting against.

The motion was tabled until the next meeting when all councilmembers would be present.

15. An Ordinance of the City of Marysville adopting a budget for the City of Marysville, Washington, for the year 2009, setting forth in summary form the totals of estimated revenues and appropriations for each separate fund and the aggregate totals of all such funds combined, and including the Pay Classification Plan.

Councilmember Rasmussen requested that staff look at different possible uses of the Hotel/Motel Tax fund, such as a future performing arts center. She also expressed disappointment that the community policing coordinator was not funded in the budget.

**Motion** made by Councilmember Seibert, seconded by Councilmember Rasmussen, to approve Ordinance 2750 regarding the budget. Mayor Kendall called for a roll call vote. Upon a roll call vote, the **motion** tied (3-3) with Councilmembers Rasmussen, Soriano and Seibert voting in favor and Councilmembers Philips, Nehring and Vaughan voting against.

**Motion** made by Councilmember Phillips, seconded by Councilmember Seibert, to table this until the Work Session on November 17. **Motion** passed (5-1).

## **Legal**

### **Mayor's Business**

Re-appointment of John Soriano to the Marysville Disability Board

**Motion** made by Councilmember Nehring, seconded by Councilmember Seibert, to approve the re-appointment of Councilmember John Soriano to the Marysville Disability Board serving until December 31, 2010. **Motion** passed unanimously (6-0).

Comments from the Mayor:

- The grand opening of the Grease Monkey at Lakewood Crossing was last weekend.
- Next weekend is the grand opening of Strawberry Fields for Rover.
- Ribbon-cutting at IHOP will be next Saturday.

### **Staff Business**

Jim Ballew had no comments

Commander Rob Lamoureux stated that the gang awareness training held last Thursday and Friday was very useful. He thanked the city for putting on the training event.

Kevin Nielsen:

- There has been a lot of wet weather. Staff is working hard to prevent any flooding.
- Staff is working on a stimulus package for roadway projects.

- Public Works meeting will be held this Friday.
- Everett will be shutting down the major transmission main for 12 hours from midnight on Friday night until Saturday at noon.
- He discussed a hole in front of the Shell station.

Gloria Hirashima had no comments.

Sandy Langdon had no comments.

Grant Weed stated that there was no need for an Executive Session.

Mary Swenson said she attended funeral today for Shirley Bartholomew. She commended the public works department for keeping the drains clear and preventing any flooding.

### **Call on Councilmembers**

Jeff Vaughan thanked everyone for attending the gang awareness training last week.

Carmen Rasmussen stated that the gang awareness training was great. It would be great to have a community policing officer to further the training.

Lee Phillips stated he was able to attend part of the gang awareness training on the first night. He thanked everyone who participated in that.

John Soriano

- Kudos to those involved in the gang awareness training.
- Thanked Council for the re-appointment to the LEOFF1 Disability Board.

Jon Nehring

- Gang awareness training was well-attended and informative.
- Thanked staff for the work on budget.
- Thanked public works staff for dealing with the weather issues.

Jeff Seibert

- Thanked staff for the work on budget.
- Discussed the gang awareness training. He thanked Jeff Vaughan for his involvement with the issue.
- Asked Director Kevin Nielsen how they handle leaves from people who blow them onto the streets. Director Nielsen acknowledged that this is a problem. People are not supposed to do it, but many do anyway.

**Adjournment**

Seeing no further business, Mayor Kendall adjourned the meeting at 9:03 p.m.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
Mayor  
Dennis Kendall

\_\_\_\_\_  
Asst. Admin. Svcs. Director  
Tracy Jeffries

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: Nov. 24, 2008**

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

Please see attached.

**RECOMMENDED ACTION:**

The Finance and Executive Departments recommend City Council approve the November 5, 2008 claims in the amount of \$1,016,233.82 paid by Check No.'s 51296 through 51467 with Check No. 50696 voided.

**COUNCIL ACTION:**

BLANKET CERTIFICATION

**CLAIMS**  
FOR  
**PERIOD-11**

I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE **CLAIMS** IN THE AMOUNT OF **\$1,016,233.82 PAID BY CHECK NO.'S 51296 THROUGH 51467 WITH CHECK NUMBER 50696 VOIDED** ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF MARYSVILLE, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND TO CERTIFY SAID CLAIMS.

  
\_\_\_\_\_  
AUDITING OFFICER

  
\_\_\_\_\_  
DATE

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
DATE

WE, THE UNDERSIGNED COUNCIL MEMBERS OF MARYSVILLE, WASHINGTON DO HEREBY APPROVE FOR PAYMENT THE ABOVE MENTIONED **CLAIMS** ON THIS **5<sup>th</sup> DAY OF NOVEMBER 2008.**

\_\_\_\_\_  
COUNCIL MEMBER

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 10/30/2008 TO 11/5/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51296	ACLARA RF SYSTEMS INC	PSION ADAPT COIL ASSEMBLY	401.231700.	-8.33
	ACLARA RF SYSTEMS INC		40140980.535000.	106.33
51297	ADOLFSON ASSOCIATES INC	PROFESSIONAL SERVICES	00102020.541000.	255.50
	ADOLFSON ASSOCIATES INC		40143410.541000.	6,255.41
51298	ADVANTAGE BUILDING SERVICES	JANITORIAL SERVICES	00100010.541010.	935.65
	ADVANTAGE BUILDING SERVICES		00101250.541010.	1,036.46
	ADVANTAGE BUILDING SERVICES		00103530.541010.	1,114.17
	ADVANTAGE BUILDING SERVICES		00105250.541000.	115.32
	ADVANTAGE BUILDING SERVICES		00105250.541000.	556.64
	ADVANTAGE BUILDING SERVICES		00105380.541000.	246.14
	ADVANTAGE BUILDING SERVICES		00105380.541000.	327.54
	ADVANTAGE BUILDING SERVICES		00105380.541000.	327.54
	ADVANTAGE BUILDING SERVICES		40141580.541000.	72.16
	ADVANTAGE BUILDING SERVICES		40141580.541000.	260.04
	ADVANTAGE BUILDING SERVICES		40142480.541000.	78.88
	ADVANTAGE BUILDING SERVICES		40142480.541000.	260.43
	ADVANTAGE BUILDING SERVICES		40143410.541000.	498.20
	ADVANTAGE BUILDING SERVICES		40143410.541000.	978.88
	ADVANTAGE BUILDING SERVICES		40143780.541000.	209.38
	ADVANTAGE BUILDING SERVICES		40143780.541000.	258.50
51299	AUTOMATIC FUNDS TRANSFER SERVICES	WEB PAYMENT SERVICES-SEPT 08	00143523.541000.	731.25
	AUTOMATIC FUNDS TRANSFER SERVICES	REMITTANCE PROCESSING-SEPT 08	00143523.541000.	1,105.51
	AUTOMATIC FUNDS TRANSFER SERVICES	BILL PRINTING SERVICES-SEPT 08	00143523.541000.	7,683.28
51300	ALBERTSONS FOOD CENTER #471	INMATE SUPPLIES	00103960.531250.	510.49
51301	ROY A ALDERMAN	REIMBURSE MILEAGE	40140580.549000.	52.97
	ROY A ALDERMAN		40142480.549000.	52.96
51302	ALPINE PRODUCTS INC	EXTRUDE THERMO	10110564.531000.	1,145.98
51303	AMERICAN POLYGRAPH ASSOCIATION	DUES-GOLDMAN	00103222.541000.	150.00
51304	AMSAN SEATTLE	JANITORIAL SUPPLIES-PSB	00100010.531400.	256.52
	AMSAN SEATTLE	JANITORIAL SUPPLIES-CITY HALL	00103530.531400.	287.76
	AMSAN SEATTLE	JANITORIAL SUPPLIES-WWTP	40142480.531300.	212.28
	AMSAN SEATTLE	JANITORIAL SUPPLIES-PW SHOP	40143780.531000.	269.73
51305	ARAMARK UNIFORM SERVICES	MAT CLEANING-MEZZANINE	40143780.549000.	15.63
	ARAMARK UNIFORM SERVICES		40143780.549000.	24.51
	ARAMARK UNIFORM SERVICES	MECHANICS UNIFORM	42047165.526000.	18.89
	ARAMARK UNIFORM SERVICES		42047165.526000.	18.89
51306	ASCOM HASLER/GE CAP PROG	POSTAGE METER	00100110.531000.	44.27
	ASCOM HASLER/GE CAP PROG		00100310.531000.	44.27
	ASCOM HASLER/GE CAP PROG		00101023.531000.	44.27
	ASCOM HASLER/GE CAP PROG		00101130.531000.	44.27
	ASCOM HASLER/GE CAP PROG		00143523.531000.	44.27
51307	JAMES B BALLEW	REIMBURSE HEALTHY COMM ITEMS	00105090.531000.0811	66.84
51308	BICKFORD FORD-MERCURY	TRUNK LID LOCK TUMBLER	50100065.534000.	46.76
51309	BLUMENTHAL UNIFORMS & EQUIPMENT	UNIFORM-FORSLOF	00103121.526000.	102.51
	BLUMENTHAL UNIFORMS & EQUIPMENT	STINGER REPLACEMENT BULBS	00103222.526000.	34.50
	BLUMENTHAL UNIFORMS & EQUIPMENT	UNIFORM-XIONG	00103222.526000.	134.52
51310	ROSALYN BOOKSHNIS	SIGN LANGUAGE INTERPRETER	00105120.541000.	162.50
51311	BUD BARTON'S GLASS CO	REPLACE WINDOWS @ PSB	00100010.548000.	762.76
51312	TERI BURBEE	REIMBURSE CLASS FEES	00110347.376007.	61.00
51313	MARYKE BURGESS	REIMBURSE REGISTRATION/TICKETS	00105120.531050.	267.00
	MARYKE BURGESS		00105250.531051.	306.25
51314	CARR'S ACE HARDWARE	PVC PIPE	40140580.531000.	9.21
	CARR'S ACE HARDWARE	PVC PARTS	40140580.531000.	31.01
	CARR'S ACE HARDWARE	PRY BAR, HAMMER	40140980.535000.	58.03
51315	CHELAN COUNTY TREASURER	INMATE HOUSING-AUGUST 08	00103960.551000.	9,790.00
51316	CHOI, DAEHYUN	UB 038517000000 8517 79TH AVE	401.122110.	150.12
51317	CHUCKANUT GOLF CARS INC	GOLF CART RENTAL	42047267.545000.	380.00

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 10/30/2008 TO 11/5/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51318	CITY TREASURER EVERETT WA	WATER/FILTRATION SERVICE	40140080.533000.	111,764.46
51319	MARIQUITA CLARK	INSTRUCTOR SERVICES	00105250.541020.	163.20
51320	CODE 4 PUBLIC SAFETY EDUCATION ASSOC	TRAINING-HEIRMAN/DUEMMELL	00104190.549100.	188.00
51321	CODE PUBLISHING INC	MUNICIPAL CODE UPDATE	00100050.549000.	18.69
	CODE PUBLISHING INC		00100110.549000.	74.76
	CODE PUBLISHING INC		00100310.549000.	18.69
	CODE PUBLISHING INC		00100720.549000.	18.69
	CODE PUBLISHING INC		00100720.549000.	168.21
	CODE PUBLISHING INC		00101023.549000.	37.38
	CODE PUBLISHING INC		00101130.549000.	18.69
	CODE PUBLISHING INC	MUNICIPAL CODE ELEC UPDATE	00101130.549000.	247.98
	CODE PUBLISHING INC	MUNICIPAL CODE UPDATE	00103222.549000.	37.38
	CODE PUBLISHING INC		00105380.549000.	18.69
	CODE PUBLISHING INC		00143523.549000.	18.69
	CODE PUBLISHING INC		40143410.531000.	112.20
51322	COLE INFORMATION SERVICES	REVERSE DIRECTORY INTERNET SRV	00103222.541000.	308.95
51323	COMCAST	I-NET STATION (51ST & 122ND)	40220594.563000.W0807	19,948.12
51324	CO-OP SUPPLY	LATCHES	00105380.531000.	30.36
	CO-OP SUPPLY	SHOVEL	00105380.535000.	18.43
	CO-OP SUPPLY	EDGING TOOLS	10110770.548000.	23.06
51325	CRAFT MART	ASAP CRAFT SUPPLIES	00105120.531070.	18.67
51326	WASHINGTON STATE CRIMINAL JUSTICE	REGISTRATION FEE-LUTSCHG	00103222.549100.	50.00
51327	CROSS CANYON LLC	UB 983013740000 3013 74TH DR N	401.122120.	37.21
	CROSS CANYON LLC		401.122130.	9.33
51328	CROSS CANYON LLC		401.122120.	63.80
	CROSS CANYON LLC		401.122130.	16.00
51329	CROSS CANYON LLC		401.122120.	65.10
	CROSS CANYON LLC		401.122130.	88.00
51330	CROSS CANYON LLC		401.122120.	65.10
	CROSS CANYON LLC		401.122130.	88.00
51331	DABNEY, PAUL & CARLA	UB 030520000000 8208 60TH DR N	401.122110.	13.94
51332	DAILY JOURNAL OF COMMERCE	PUBLISHING CALL FOR BIDS	40220594.563000.W0808	304.50
51333	KIMBERLEE DANIELSON	INSTRUCTOR SERVICES	00105120.541020.	952.00
51334	DATABASE SECURE RECORDS DESTRUCTIO	MONTHLY SHREDDING SERVICE	00101130.531000.	8.50
51335	SHEILA DAVIS	INSTRUCTOR SERVICES	00105120.541020.	168.00
51336	DAY-TIMERS INC	DESK REFILL-LARSON	40143410.531000.	37.91
51337	DEL BIANCO, TAMI	UB 849000498501 6401 79TH PL N	401.122110.	24.48
51338	DELL MARKETING LP	STORM WATER LAPTOS	40145040.531000.	2,962.76
51339	ARLINE DEPALMA	INSTRUCTOR SERVICES	00105250.541020.	272.00
51340	DICKS TOWING INC	TOWING CHARGES MPD08-5785	00103222.541000.	43.40
	DICKS TOWING INC	TOWING CHARGES-MPD08-5930	00103222.541000.	70.53
51341	DISPLAY & COSTUME	TABLE COVERS, TABLE COVER ROLL	00105250.531050.	428.22
51342	DSDS PROPERTIES LLC	UB 570675000003 2723 177TH PL	401.122110.	95.55
51343	MARK DUFOUR	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51344	DUNLAP INDUSTRIAL	BLADES	40141080.531000.	17.35
51345	E&E LUMBER INC	GRAFFITI SUPPLIES	00102020.531000.	10.38
	E&E LUMBER INC		00102020.531000.	25.97
	E&E LUMBER INC	TAILPIECE, COUPLING	00105380.531000.	5.95
	E&E LUMBER INC	KEYS	00105380.531000.	11.65
	E&E LUMBER INC	SPIN-THRU TOOL	00105380.531000.	13.88
	E&E LUMBER INC	PIPE	00105380.531000.	15.17
	E&E LUMBER INC	BRASS ELL, CONNECTOR	00105380.531000.	17.98
	E&E LUMBER INC	SANDER PAD	00105380.531000.	23.87
	E&E LUMBER INC	ROLLER COVERS, PAINT TRAYS	00105380.531000.	24.61
	E&E LUMBER INC	PAINT	00105380.531000.	24.94
	E&E LUMBER INC	HURRICANE TIE, JOIST HANGER	00105380.531000.	33.18
	E&E LUMBER INC	WINDOW-BARN	00105380.548000.	263.61

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51345	E&E LUMBER INC	BIT,SCREW,LUMBER,INSULATION	31000076.563000.P0705	115.02
	E&E LUMBER INC	LUMBER	31000076.563000.P0705	498.02
	E&E LUMBER INC	PVC	40140580.531000.	24.37
	E&E LUMBER INC		40145040.548000.	11.14
51346	EMPLOYMENT SECURITY DEPARTMENT	BACKGROUND CHECK	00103222.541000.	11.50
51347	ENGMAN, RUSSELL	UB 100910000000 4510 90TH PL N	401.122110.	105.99
51348	ANGIE ERICKSON	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51349	FARWEST INDUSTRIES, INC	COIL ASSEMBLY	42047165.548000.	201.94
51350	FEDEX	SHIPPING EXPENSE	00101023.531000.	12.00
	FEDEX		40140780.541000.	16.22
	FEDEX		40140780.541000.	17.13
	FEDEX		40142480.541000.	17.65
	FEDEX		50300090.531000.	39.27
51351	DEBORAH CASE-KING	INSTRUCTOR SERVICES	00105120.541020.	275.00
51352	FOOTJOY	GLOVES	420.141100.	1,299.24
51353	FRED PRYOR SEMINARS	TRAINING-FEDERSPIEL	00100020.549000.	79.00
51354	FREGOSO, JUAN	UB 730350000001 1917 66TH PL N	401.122110.	141.00
51355	GCSAA	GCSAA MEMBERSHIP DUES	42047165.549000.	320.00
51356	MICHELLE KEMP-GEHLSSEN	PRO-TEM SERVICES	00100050.541000.	185.00
51357	GRAINGER INC	SCREWS	10110463.548000.	5.77
	GRAINGER INC	STORAGE RACKS	10110463.548000.	4,022.20
51358	GRAYBAR ELECTRIC CO INC	CUBE-IT-PL 24X24X24 BLK	00112572.531000.	535.77
	GRAYBAR ELECTRIC CO INC	RETURN LATCH DUCT	10800080.549000.0839	-9.12
	GRAYBAR ELECTRIC CO INC	RESERVOIR NETWORK CONNECTIONS	10800080.549000.0839	604.38
51359	GREENSHIELDS INDUSTRIAL SUPPLY	DRIVE SHAFT, GEAR GREASE, PIPE	00105380.548000.	171.20
51360	HARBORVIEW MEDICAL CENTER	PHOTOCOPIES OF PATIENT RECORDS	00103121.541000.	48.66
51361	HASLER, INC	LEASE PAYMENT	00104190.545000.	258.17
51362	ROSE HAYES	INSTRUCTOR SERVICES	00105250.541020.	58.00
51363	HD FOWLER COMPANY	RETURN RESETTERS	401.141400.	-1,152.26
	HD FOWLER COMPANY	RESETTERS	401.141400.	678.34
	HD FOWLER COMPANY	GRIPPER PLUGS AND RESETTERS	401.141400.	1,347.23
	HD FOWLER COMPANY	RETURN REDUCERS	40142680.531000.	-78.95
	HD FOWLER COMPANY	COUPLINGS	40142680.531000.	90.27
	HD FOWLER COMPANY	COUPLINGS AND REDUCERS	40142680.531000.	128.53
	HD FOWLER COMPANY	(112) 8" PVC PIPE	40230594.563000.S0102	500.66
51364	HDR ENGINEERING, INC.	PAY ESTIMATE # 15	30500030.563000.R0603	8,606.63
	HDR ENGINEERING, INC.	PAY ESTIMATE # 8	40143410.541000.W0620	1,353.08
	HDR ENGINEERING, INC.	PAY ESTIMATE # 17	40143410.541000.W0704	5,739.41
51365	ALLEN HENNINGER	REIMBURSE BADGE/WALLET	00103222.526000.	102.73
51366	HERTZ EQUIPMENT RENTAL	METROTEC RENTAL	40141180.531000.	625.07
51367	HOME DEPOT CREDIT SVCS	MAKE A DIFFERENCE DAY PLANTS	00105380.531000.	45.37
	HOME DEPOT CREDIT SVCS	GARBAGE DISPOSAL-CARETAKERS	00105380.548000.	108.48
	HOME DEPOT CREDIT SVCS	LUMBER, ROOF, SOFFIT, FLASHING	31000076.563000.P0705	392.10
51368	HORIZON	(3) TRIMMER HEADS	00105380.548000.	102.30
51369	HOUVENER, PAUL	UB 220810000002 4531 124TH PL	401.122110.	144.90
51370	HOWARD, RHONDA	UB 980720900000 7209 30TH ST N	401.122120.	81.10
51371	IOS CAPITAL	COPIER CHARGES	00100050.545000.	42.53
	IOS CAPITAL		00100050.545000.	74.37
	IOS CAPITAL		00100310.545000.	68.67
	IOS CAPITAL		00100310.545000.	183.58
	IOS CAPITAL		00100720.545000.	146.50
	IOS CAPITAL		00102020.545000.	597.81
	IOS CAPITAL		00103121.545000.	158.33
	IOS CAPITAL		00103222.545000.	26.84
	IOS CAPITAL		00103960.545000.	4.62
	IOS CAPITAL		00103960.545000.	261.40
	IOS CAPITAL		00104190.545000.	15.72

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51371	IOS CAPITAL	COPIER CHARGES	00104190.545000.	55.89
	IOS CAPITAL		00104190.545000.	249.15
	IOS CAPITAL		00105250.545000.	24.27
	IOS CAPITAL		00105380.545000.	104.31
	IOS CAPITAL		40142480.545000.	9.74
	IOS CAPITAL		40143410.545000.	11.66
	IOS CAPITAL		40143410.545000.	36.74
	IOS CAPITAL		40143410.545000.	66.08
	IOS CAPITAL		40143410.545000.	335.18
	IOS CAPITAL		42047165.545000.	11.06
	IOS CAPITAL		50100065.545000.	15.85
	IOS CAPITAL		50200050.545000.	107.33
51372	TRACY JEFFRIES	REIMBURSE MILEAGE	00101130.543000.	40.12
51373	JET PLUMBING	REPAIR TOILET @ JAIL	00100010.548000.	135.63
51374	JOHNSTON, BRIAN	UB 985024000001 5024 60TH AVE	410.122100.	181.56
51375	NOREY JUMAOAS	REFUND CLASS FEES	00110347.376007.	61.00
51376	MARISSA LINAYAO-BEAU	REFUND BUSINESS LICENSE FEES	00102020.541000.	50.00
51377	JOHN KOSTER BUSINESS ROUND TABLE	BUSINESS ROUNDTABLE-SWENSON	00100110.549000.	25.00
51378	LAKESIDE INDUSTRIES	12.29 TONS EZ STREET ASPHALT	40230594.563000.S0102	1,440.15
51379	LASTING IMPRESSIONS INC	EMBROIDERY-FORSLOF	00103121.526000.	19.42
	LASTING IMPRESSIONS INC	EMBROIDERY-GOOLBY	00103222.526000.	11.28
51380	DEPT OF LICENSING	ANABEL, GREGORY (ORIGINAL)	001.237020.	18.00
	DEPT OF LICENSING	DERKSEMA, JOHN (RENEWAL)	001.237020.	18.00
	DEPT OF LICENSING	PULLMAN, ROGER (ORIGINAL)	001.237020.	18.00
51381	LIFESTYLE HOMES	UB 693607000000 3607 85TH ST N	401.122110.	169.05
51382	LUNDBERG, PHILLIP	UB 162260000005 13306 45TH AVE	401.122110.	164.43
51383	MALLONEE, DAVID & MAUREEN	SETTLEMENT AGREEMENT-CONVEY	30500030.563000.R0701	100.00
51384	MARTIN, KEVIN & PATTY	UB 452135110008 13821 53RD AVE	401.122110.	245.00
51385	MARYSVILLE FIRE DIST #12	FIRE CONTROL/EMERGENCY AID SRV	00109522.551000.	398,155.46
	MARYSVILLE FIRE DIST #12		00109526.551000.	142,516.78
51386	MARYSVILLE SCHOOL DISTRICT #25	MMS FACILITY USAGE FEES	00105120.531091.	51.00
	MARYSVILLE SCHOOL DISTRICT #25	TMS FACILITY USAGE FEES	00105120.531091.	93.52
51387	CITY OF MARYSVILLE	STORMWATER @ 1015 STATE AVE	00101250.547000.	62.40
	CITY OF MARYSVILLE		00101250.547000.	112.00
	CITY OF MARYSVILLE		00101250.547000.	198.40
	CITY OF MARYSVILLE	WTR/SWR @ 7115 GROVE ST	42047165.547000.	194.70
	CITY OF MARYSVILLE	WTR/SWR/GRB @ 7007 GROVE ST	42047165.547000.	777.50
	CITY OF MARYSVILLE	WATER @ 6810 84TH ST NE	42047165.547000.	1,765.05
51388	MATERIALS TESTING & CONSULTING INC	SPECIAL INSPECTION	40220594.563000.W0605	2,220.00
51389	MC LAUGHLIN, EVELYN	UB 230660000000 4808 122ND PL	401.122110.	124.70
51390	TONYA MIRANDA	REIMBURSE GIFT CARD PURCHASE	40143410.549000.	20.00
51391	MOBLEY, JENNIFER	UB 255311000000 5311 109TH ST	401.122110.	25.92
51392	MOORE MEDICAL CORP	SHARPS CONTAINERS	001.231700.	-3.44
	MOORE MEDICAL CORP		00103222.531000.	43.84
51393	CINDY MOORE	REIMBURSE MEALS/MILEAGE	00102020.543000.	166.65
51394	JANET MYER	INSTRUCTOR SERVICES	00105250.541020.	128.00
51395	NATIONAL ASSOCIATION FOR COURT	NACM MEMBERSHIP-ELSNER	00100050.549000.	125.00
51396	NETWORK COMPUTING ARCHITECTS INC	WATCHGUARD TRAINING-BROWN	50300090.549000.	2,025.00
51397	NEXTEL COMMUNICATIONS	ACCT #495802314	50300090.542000.	17.68
	NEXTEL COMMUNICATIONS		50300090.542000.	17.68
	NEXTEL COMMUNICATIONS		50300090.542000.	18.17
	NEXTEL COMMUNICATIONS		50300090.542000.	35.36
	NEXTEL COMMUNICATIONS		50300090.542000.	35.36
	NEXTEL COMMUNICATIONS		50300090.542000.	35.36
	NEXTEL COMMUNICATIONS		50300090.542000.	51.08
	NEXTEL COMMUNICATIONS		50300090.542000.	53.04
	NEXTEL COMMUNICATIONS		50300090.542000.	53.04

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51397	NEXTEL COMMUNICATIONS	ACCT #495802314	50300090.542000.	84.85
	NEXTEL COMMUNICATIONS		50300090.542000.	89.14
	NEXTEL COMMUNICATIONS		50300090.542000.	91.32
	NEXTEL COMMUNICATIONS		50300090.542000.	96.43
	NEXTEL COMMUNICATIONS		50300090.542000.	99.05
	NEXTEL COMMUNICATIONS		50300090.542000.	109.74
	NEXTEL COMMUNICATIONS		50300090.542000.	186.71
	NEXTEL COMMUNICATIONS		50300090.542000.	199.24
	NEXTEL COMMUNICATIONS		50300090.542000.	201.30
	NEXTEL COMMUNICATIONS		50300090.542000.	214.07
	NEXTEL COMMUNICATIONS		50300090.542000.	229.29
	NEXTEL COMMUNICATIONS		50300090.542000.	236.14
	NEXTEL COMMUNICATIONS		50300090.542000.	269.05
	NEXTEL COMMUNICATIONS		50300090.542000.	478.95
	NEXTEL COMMUNICATIONS		50300090.542000.	1,417.60
51398	NEXXPOST LLC	CONTRACT BASE	00101023.531000.	217.00
	NEXXPOST LLC		00143523.531000.	217.00
51399	NORTHWEST CASCADE INC	HONEY BUCKET	00105380.545000.	103.33
51400	WORTH NORTON	REIMBURSE LODGING/MILEAGE	50300090.543000.	452.20
51401	OFFICE DEPOT	OFFICE SUPPLIES	00100020.531000.	11.63
	OFFICE DEPOT	COPY PAPER	00100020.531000.	31.35
	OFFICE DEPOT	OFFICE SUPPLIES	00100060.531000.	86.25
	OFFICE DEPOT	TONER CARTRIDGE RETURN	00101023.531000.	-103.95
	OFFICE DEPOT	WALL CALENDAR	00101023.531000.	10.85
	OFFICE DEPOT	OFFICE SUPPLIES	00101023.531000.	268.27
	OFFICE DEPOT		00101130.531000.	37.28
	OFFICE DEPOT	COPY PAPER	00102020.531000.	31.35
	OFFICE DEPOT	OFFICE SUPPLIES	00103010.549000.	309.55
	OFFICE DEPOT		00103121.531000.	41.83
	OFFICE DEPOT		00103222.531000.	58.00
	OFFICE DEPOT		00103222.531000.	83.45
	OFFICE DEPOT		00103222.531000.	127.82
	OFFICE DEPOT		00104190.531000.	15.22
	OFFICE DEPOT		00104190.531000.	84.54
	OFFICE DEPOT		00104190.531000.	90.00
	OFFICE DEPOT		00105380.531000.	17.78
	OFFICE DEPOT	WALL CALENDAR	00105380.531000.	20.16
	OFFICE DEPOT	OFFICE SUPPLIES	00105380.531000.	32.17
	OFFICE DEPOT		00143523.531000.	15.16
	OFFICE DEPOT		00143523.531000.	23.99
	OFFICE DEPOT		40143410.531000.	11.64
	OFFICE DEPOT	COPY PAPER	40143410.531000.	31.34
	OFFICE DEPOT	CHAIR	40143410.531000.	262.09
	OFFICE DEPOT	OFFICE SUPPLIES	50100065.531000.	1.29
	OFFICE DEPOT	COPY PAPER	50100065.531000.	5.22
	OFFICE DEPOT	CHAIR	50100065.531000.	32.76
	OFFICE DEPOT	OFFICE SUPPLIES	50200050.531000.	1.29
	OFFICE DEPOT	COPY PAPER	50200050.531000.	5.22
	OFFICE DEPOT	CHAIR	50200050.531000.	32.76
	OFFICE DEPOT	OFFICE SUPPLIES	50300090.531000.	98.04
51402	OKANOGAN COUNTY JAIL	INMATE HOUSING	00103960.551000.	3,290.00
51403	MONICA OLASON	INSTRUCTOR SERVICES	00105120.541020.	307.20
51404	ORKIN EXTERMINATING	SERVICE @ PSB	00100010.548000.	45.60
	ORKIN EXTERMINATING	SERVICE @ CITY HALL	00103530.548000.	13.93
	ORKIN EXTERMINATING	SERVICE @ CABOOSE	00105380.548000.	57.79
	ORKIN EXTERMINATING	SERVICE @ LIBRARY	00112572.548000.	45.60
	ORKIN EXTERMINATING	SERVICE @ WWTP	40142480.549000.	61.52

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51404	ORKIN EXTERMINATING	SERVICE @ PW	40143410.548000.	50.16
51405	OTAK	PAY ESTIMATE # 23	40145040.541000.D0720	5,269.00
	OTAK	PAY ESTIMATE # 24	40145040.541000.D0720	9,386.01
	OTAK	PAY ESTIMATE # 3	40250594.563000.D0401	10,752.58
51406	PACIFIC NW TITLE	DEED & DEDICATION- STONE	30500030.563000.R0701	44.00
51407	PACIFIC POWER PRODUCTS	WHEEL	00105380.548000.	113.93
	PACIFIC POWER PRODUCTS	BLADES, TIRE AND TUBE	00105380.548000.	298.14
	PACIFIC POWER PRODUCTS	YOKE	42047165.548000.	289.23
51408	PACIFIC TOPSOILS INC	(5) CRUSHED ROCK	00105380.531000.	167.79
	PACIFIC TOPSOILS INC		00105380.531000.	167.79
	PACIFIC TOPSOILS INC		00105380.531000.	167.79
	PACIFIC TOPSOILS INC		00105380.531000.	167.79
	PACIFIC TOPSOILS INC	(10) ASPHALT DUMP	40230594.563000.S0102	121.00
	PACIFIC TOPSOILS INC		40230594.563000.S0102	121.00
	PACIFIC TOPSOILS INC		40230594.563000.S0102	121.00
	PACIFIC TOPSOILS INC		40230594.563000.S0102	121.00
	PACIFIC TOPSOILS INC	(100) ASPHALT DUMP	40230594.563000.S0102	121.00
	PACIFIC TOPSOILS INC	(12) ASPHALT DUMP	40230594.563000.S0102	145.20
	PACIFIC TOPSOILS INC	(10) ASPHALT DUMP	40230594.563000.S0102	176.00
	PACIFIC TOPSOILS INC	(40) ASPHALT DUMP	40230594.563000.S0102	484.00
51409	PARAMETRIX	BROWNFIELD GRANT APPLICATION	00102020.541000.	547.54
51410	THE PARTS STORE	OIL,BLADES,ANTIFREEZE,FLUID	501.141100.	374.28
	THE PARTS STORE	CORE REFUND	50100065.534000.	-119.35
	THE PARTS STORE	BRAKE LUBE	50100065.534000.	35.22
	THE PARTS STORE	BRAKE PADS, ROTORS, CALIPERS	50100065.534000.	370.18
51411	PAYDIRT, LLC	MANHOLE BOX, PINS AND KEEPERS	40230594.563000.S0102	303.81
51412	LURIE HUGDAHL	MINUTE TAKING SERVICES	00101130.541000.	74.40
	LURIE HUGDAHL		00101130.541000.	96.10
	LURIE HUGDAHL		00101130.541000.	108.50
51413	PERTEET ENGINEERING INC	PAY ESTIMATE # 28	30500030.563000.T0102	1,032.47
51414	PETERSHAGEN INSURANCE	RENEWAL SERVICE OF NOTARY	00103010.541000.	175.00
51415	PETROCARD SYSTEMS INC	FUEL CONSUMED-POLICE	00103222.532000.	5,324.24
	PETROCARD SYSTEMS INC	FUEL CONSUMED-PARKS & REC	00105380.532000.	934.15
	PETROCARD SYSTEMS INC	FUEL CONSUMED-IS DEPT	50300090.532000.	46.18
51416	PETTY CASH- PARKS	GIFT CARDS, PIZZA, POSTAGE	00105090.531050.	34.14
	PETTY CASH- PARKS		00105120.531050.	60.00
	PETTY CASH- PARKS		00105380.542000.	5.32
51417	CINDY PILON	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51418	PUBLIC SAFETY CENTER INC	STINGER	001.231700.	-17.91
	PUBLIC SAFETY CENTER INC		00103222.526000.	228.59
51419	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #258-014-292-1	00105380.547000.	23.40
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #258-010-895-5	00105380.547000.	23.54
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #295-001-624-2	40140180.547000.	147.53
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #507-016-549-2	40142280.547000.	40.19
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #543-001-786-2	40142280.547000.	431.53
51420	PUGET SOUND SECURITY	UC CAR KEYS REPLACED	00103222.548000.	9.60
51421	RADIOHACK	CABLE, PHONE	00103010.549000.	45.29
	RADIOHACK		50300090.531000.	13.28
51422	CARMEN RASMUSSEN	REIMBURSE MILEAGE	00100060.543000.	28.02
51423	RH2 ENGINEERING INC	PAY ESTIMATE # 18	40220594.563000.W0605	4,212.56
51424	TAMARA ROBBINS	INSTRUCTOR SERVICES	00105120.541020.	280.00
51425	ROTO ROOTER PLUMBING & DRAIN SVC	CLEAN SEWER LINES	00105380.548000.	962.40
51426	JUNE ROYLANCE	REIMBURSE LODGING/MEALS	00143523.543000.	512.65
51427	SAWYER, WARREN	UB 932110000000 513 ALDER AVE	401.122110.	50.00
51428	LYNN SCHROEDER	REIMBURSE SUPPLY COSTS	00100110.549000.	104.78
51429	AMY SCHULZE	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51430	EVIE SCRIBNER	INSTRUCTOR SERVICES	00105250.541020.	120.00

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 10/30/2008 TO 11/5/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51431	SNOHOMISH COUNTY SHERIFFS OFFICE	MAILING	00103121.541000.	143.58
51432	SMOKEY POINT CONCRETE	8.32 PEAGRAVEL	40230594.563000.S0102	132.70
51433	SNOPAC	DISPATCH SERVICES NOV 08	00104000.551000.	59,086.01
51434	JOHN SORIANO	REIMBURSE MILEAGE	00100060.543000.	28.02
51435	SOUND HARLEY DAVIDSON	REPAIR CLUTCH	00103222.548000.	52.09
51436	SOUND PUBLISHING INC	ORD 2745-ACCT # 88522147	00101130.544000.	35.92
51437	SOUND SAFETY PRODUCTS CO INC	GLOVES	00103222.531000.	76.18
	SOUND SAFETY PRODUCTS CO INC		00103222.531000.	90.25
51438	SPRINGBROOK NURSERY	PEA GRAVEL	42047165.531920.	219.17
51439	STOUDER GENERAL CONSTRUCTION LLC	PAY ESTIMATE # 2	40220594.563000.W0605	37,604.74
51440	SUN MOUNTAIN SPORTS INC	WEATHERFLEX LOGOED JACKET	420.141100.	57.95
51441	SUPERIOR COURT OF WASHINGTON	WARRANT SERVICES-08-08649	001.229050.	1,000.00
51442	SWIMM, GEORGE	UB 201170000000 4908 133RD PL	401.122110.	83.99
51443	T & A SUPPLY CO INC	PAINT AND CYANOACRYLANTE	40142480.531000.	128.05
51444	TACO GRANDE NW	UB 571710510000 17105 27TH AVE	401.122110.	46.30
51445	TACO GRANDE NW		401.122110.	182.90
	TACO GRANDE NW		401.122130.	9.15
51446	TACO GRANDE NW		401.122110.	400.40
51447	TACO GRANDE NW		401.122110.	547.90
51448	TACO GRANDE NW		401.122110.	574.15
51449	TEXTRON FINANCIAL CORPORATION	20 EZ-GO GOLF CART LEASE	42047165.545000.	2,051.00
51450	TRAVEL ADVANCE FUND	PERMIT TECH CONF-MULLIGAN	00102020.543000.	182.34
	TRAVEL ADVANCE FUND	PERMIT TECH CONFERENCE-MOORE	00102020.543000.	182.34
51451	TULALIP TRIBAL COURT	WARRANT SERVICE -08-2011-220	001.229050.	5,000.00
51452	UNITED PARCEL SERVICE	SHIPPING EXPENSE	00103222.541000.	84.36
51453	UNITED PIPE & SUPPLY INC	FITTINGS	40230594.563000.S0102	20.72
	UNITED PIPE & SUPPLY INC	PIPE AND FITTINGS	40230594.563000.S0102	3,159.91
51454	UNITED RENTALS	MIXER AND CONCRETE	00105380.598100.	471.99
	UNITED RENTALS	CUTTING BLADES	10110770.548000.	30.21
	UNITED RENTALS	CONCRETE BLADE	10111230.535000.	308.46
51455	WASHINGTON STATE UNIVERSITY	BROWNFIELD&LAND REV CONFEREN	00102020.549000.	40.00
51456	US CAVALRY	SUSPENDERS	001.231700.	-8.69
	US CAVALRY		00103222.526000.	110.92
51457	VERIZON NORTHWEST	ACCT #101451140308	00100010.542000.	114.92
	VERIZON NORTHWEST	ACCT #107355912203	00100020.542000.	26.56
	VERIZON NORTHWEST		00100050.542000.	53.11
	VERIZON NORTHWEST		00100110.542000.	79.67
	VERIZON NORTHWEST		00100310.542000.	26.56
	VERIZON NORTHWEST		00102020.542000.	53.11
	VERIZON NORTHWEST		00103010.542000.	185.89
	VERIZON NORTHWEST		00103222.542000.	26.56
	VERIZON NORTHWEST	ACCT #100152074306	00103530.542000.	105.97
	VERIZON NORTHWEST	ACCT #107355912203	00103530.542000.	106.22
	VERIZON NORTHWEST		00103960.542000.	79.67
	VERIZON NORTHWEST	ACCT #101543765602	00104000.542000.	35.05
	VERIZON NORTHWEST	ACCT #101543766403	00104000.542000.	35.05
	VERIZON NORTHWEST	ACCT #107355912203	00104000.542000.	53.11
	VERIZON NORTHWEST	ACCT #101543764801	00104000.542000.	87.85
	VERIZON NORTHWEST	ACCT #101543767204	00104000.542000.	87.85
	VERIZON NORTHWEST	ACCT #107747568401	00104190.542000.	52.98
	VERIZON NORTHWEST	ACCT #107355912203	00104190.542000.	79.67
	VERIZON NORTHWEST		00105250.542000.	79.67
	VERIZON NORTHWEST	ACCT #1025645669 DEERING	00105380.542000.	52.24
	VERIZON NORTHWEST	ACCT #107355912203	00105380.542000.	212.45
	VERIZON NORTHWEST		00112572.542000.	53.11
	VERIZON NORTHWEST		00143523.542000.	26.56
	VERIZON NORTHWEST		10111230.542000.	26.56

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 10/30/2008 TO 11/5/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51457	VERIZON NORTHWEST	ACCT #10624354707	10111864.547000.	180.28
	VERIZON NORTHWEST	ACCT #105543546905	40140180.547000.	50.51
	VERIZON NORTHWEST	ACCT #0064811477782	40141580.547000.	101.19
	VERIZON NORTHWEST	ACCT #105660553702	40142280.542000.	332.70
	VERIZON NORTHWEST	ACCT #107355912203	40142480.542000.	159.32
	VERIZON NORTHWEST	ACCT #1101641995410	40143410.542000.	30.20
	VERIZON NORTHWEST	ACCT #1101841995100	40143410.542000.	30.20
	VERIZON NORTHWEST	ACCT #1104741995604	40143410.542000.	30.20
	VERIZON NORTHWEST	ACCT #101642285704	40143410.542000.	30.62
	VERIZON NORTHWEST	ACCT #101543782603	40143410.542000.	32.30
	VERIZON NORTHWEST	ACCT #1101341996104	40143410.542000.	65.68
	VERIZON NORTHWEST	ACCT #1103241996301	40143410.542000.	65.68
	VERIZON NORTHWEST	ACCT #1108541996810	40143410.542000.	65.68
	VERIZON NORTHWEST	ACCT #1105841995206	40143410.542000.	75.82
	VERIZON NORTHWEST	ACCT #101543783404	40143410.542000.	112.20
	VERIZON NORTHWEST	ACCT #107355912203	40143410.542000.	318.96
	VERIZON NORTHWEST	ACCT #106853520208	40143780.542000.	52.98
	VERIZON NORTHWEST	ACCT #107355912203	42047061.542000.	239.01
	VERIZON NORTHWEST		42047061.549100.	26.56
51458	VERIZON NORTHWEST	METER READING PRO SERVICES	40141280.541000.	402.76
51459	WAXIE SANITARY SUPPLY	JANITORIAL SUPPLIES	00105250.531400.	158.18
51460	WEBCHECK	WEBCHECK CANOPY SRVC SEPT 08	00143523.541000.	384.00
51461	WEED GRAAFSTRA AND BENSON INC PS	PURCHASE OF DFW PARCEL	40250594.563000.D0401	81,342.91
51462	WELCOME COMMUNICATIONS	REPLACEMENT BATTERIES	00103222.548000.	104.03
51463	WILLIAMS, KEVIN & SHERI	UB 040910000100 9208 61ST DR N	401.122110.	136.82
51464	WINDERMERE PROPERTY MGT	UB 751230000007 5332 75TH AVE	401.122110.	350.00
51465	WOODS, ZACHREY	UB 241700000001 10614 56TH DR	401.122110.	215.42
51466	WSCPA	TEAM BLDG & EMPLOYEE RELATIONS	00101023.549000.	535.00
51467	YSI INCORPORATED	SENSOR	401.231700.	-12.22
	YSI INCORPORATED		40145040.553100.	155.94

**WARRANT TOTAL: 1,016,283.82**

**LESS VOID**

**CHECK # 50696      WRONG VENDOR      (50.00)**

**1,016,233.82**

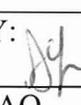
**REASON FOR VOIDS:**

- INITIATOR ERROR**
- WRONG VENDOR**
- CHECK LOST IN MAIL**

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: Nov. 24, 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 November 12, 2008 claims in the amount of \$1,582,346.18 paid by Check No.'s 51468 through 51618 with Check No. 50653 voided.

**COUNCIL ACTION:**

BLANKET CERTIFICATION

**CLAIMS**  
FOR  
**PERIOD-11**

I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE **CLAIMS** IN THE AMOUNT OF **\$1,582,346.18 PAID BY CHECK NO.'S 51468 THROUGH 51618 WITH CHECK NUMBER 50653 VOIDED** ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF MARYSVILLE, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND TO CERTIFY SAID CLAIMS.

  
\_\_\_\_\_  
AUDITING OFFICER

  
\_\_\_\_\_  
DATE

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
DATE

WE, THE UNDERSIGNED COUNCIL MEMBERS OF MARYSVILLE, WASHINGTON DO HEREBY APPROVE FOR PAYMENT THE ABOVE MENTIONED **CLAIMS** ON THIS **12<sup>th</sup> DAY OF NOVEMBER 2008.**

\_\_\_\_\_  
COUNCIL MEMBER

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 11/6/2008 TO 11/12/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51468	ACCURINT	INTERNET INVESTIGATIONS	00103010.541000.	16.70
	ACCURINT		00103010.541000.	64.20
	ACCURINT		00103222.541000.	32.10
51469	ACE ACME SEPTIC SERVICE INC	PORTABLE TOILET RENTAL	40140280.541000.	90.00
51470	ALBERTSONS FOOD CENTER #471	MTG REFRESHMENTS	40143410.549000.	12.98
51471	ALLIED EMPLOYERS LABOR RELATIONS	11/08 MEMBERSHIP DUES	00100310.541000.	2,189.17
51472	ALPINE DEVELOPMENT INC	MOVED HYDRANT @ 172ND & I-5	40141080.548000.	5,853.51
51473	AMERICAN CLEANERS	DRY CLEANING OCTOBER 2008	00103010.526000.	2.17
	AMERICAN CLEANERS		00103121.526000.	98.19
	AMERICAN CLEANERS		00103222.526000.	192.11
	AMERICAN CLEANERS		00103960.526000.	10.85
	AMERICAN CLEANERS		00104190.526000.	81.16
	AMERICAN CLEANERS		00104230.526000.	8.68
51474	AMSAN SEATTLE	DEGREASER	501.141100.	62.14
51475	AQUA SOLUTIONS, INC	3/8" POLY TUBING	401.231700.	-5.19
	AQUA SOLUTIONS, INC		40142480.548000.	66.19
51476	ARAMARK UNIFORM SERVICES	MAT CLEANING-WWTP	40142480.541000.	10.97
	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
	ARAMARK UNIFORM SERVICES		50100065.526000.	58.25
51477	ASSOCIATION OF WASHINGTON CITIES	OPEN MTG CLASS-DUNGAN	00102020.549000.	75.00
	ASSOCIATION OF WASHINGTON CITIES	OPEN MTG CLASS-HOLLAND	00102020.549000.	75.00
	ASSOCIATION OF WASHINGTON CITIES	OPEN MTG CLASS-MOORE	00102020.549000.	75.00
51478	BANDWIDTH.COM INC	MONTHLY SERVICE CHARGE	50300090.542000.	93.55
51479	BANK OF AMERICA	PARKING REIMBURSEMENT	00100110.543000.	5.00
51480	BANK OF AMERICA	TRAVEL REIMBURSEMENT	00103010.543000.	241.34
51481	BANK OF AMERICA	EXPENSE REIMBURSEMENT	10400021.564000.	672.11
51482	OWEN EQUIPMENT COMPANY	SIDE BROOM LIMIT STOP,BEARINGS	50100065.534000.	113.98
	OWEN EQUIPMENT COMPANY	PIVOT PIN, RH & LH PIVOT MOUNT	50100065.534000.	1,363.76
	OWEN EQUIPMENT COMPANY	SIDE BROOM LINK,PIN WELDMENT	50100065.534000.	1,414.29
51483	BEST WESTERN ICICLE INN	LODGING OWLA CONF-SHACKLETON	00103121.543000.	197.58
	BEST WESTERN ICICLE INN	LODGING OWLA CONF-SMITH, C	00103121.543000.	197.58
51484	BLUMENTHAL UNIFORMS & EQUIPMENT	SHIRTS-CASTANARES, D	00103010.526000.	89.95
	BLUMENTHAL UNIFORMS & EQUIPMENT	RETURN FLASHLIGHTS	00103222.526000.	-281.99
	BLUMENTHAL UNIFORMS & EQUIPMENT	BULBS	00103222.526000.	44.27
	BLUMENTHAL UNIFORMS & EQUIPMENT	ACT TEAM BADGE HOLDERS	00103222.526000.	57.29
	BLUMENTHAL UNIFORMS & EQUIPMENT	UNIFORM-ALLEN, D	00103222.526000.	137.23
	BLUMENTHAL UNIFORMS & EQUIPMENT	FLASHLIGHTS	00103222.526000.	292.30
	BLUMENTHAL UNIFORMS & EQUIPMENT	CREDIT-DUEMMELL PANTS	00104190.526000.	-121.50
51485	RAE BOYD, APRN, BC	INMATE MEDICAL TREATMENT	00103960.541000.	1,790.00
51486	CAPITAL INDUSTRIES INC	(2) 4 YARD CONTAINERS	41046060.531000.	2,343.60
	CAPITAL INDUSTRIES INC	(3) 3 YARD CONTAINERS	41046060.531000.	3,268.02
	CAPITAL INDUSTRIES INC	(4) 4 YARD CONTAINERS	41046060.531000.	4,687.20
	CAPITAL INDUSTRIES INC	(12) 1 YARD CONTAINERS	41046060.531000.	9,569.70
	CAPITAL INDUSTRIES INC	(9) 3 YARD CONTAINERS	41046060.531000.	9,804.06
51487	CARR'S ACE HARDWARE	SPACKLE,PUTTY KNIFE,DISCS	00105380.531000.	106.82
	CARR'S ACE HARDWARE	LAMPS,BRACKETS,BATTERIES,PAINT	10111864.531000.	77.98
51488	CDW GOVERNMENT INC	ADOBE LICENSE FOR CD	00102020.531000.	250.24
	CDW GOVERNMENT INC	TELEMETRY SUPPLIES	40143410.531000.	7.56
	CDW GOVERNMENT INC	51ST LIFT STATION NETWORK CONN	40220594.563000.W0807	271.96
	CDW GOVERNMENT INC		40220594.563000.W0807	642.91
	CDW GOVERNMENT INC	SERVER ROOM SUPPLIES	50300090.531000.	107.33
	CDW GOVERNMENT INC	MISC PERIPHERAL REPLACEMENTS	50300090.535000.	154.94
	CDW GOVERNMENT INC	CREDIT FOR WRONG SOFTWARE	50300090.541000.	-1,278.14
	CDW GOVERNMENT INC	WATCHGUARD VPN APPLIANCE	50300090.541000.	892.98
51489	CIC VALUATION GROUP, INC	UTILITY SF-PROPERTY APPRAISAL	40145040.541000.	10,000.00

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 11/6/2008 TO 11/12/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51490	CNR, INC	MAINT CONTRACT NOVEMBER 08	50300090.541000.	1,354.55
51491	PETER COLLERAN	REIMBURSE MUFFLER COSTS	42047165.548000.	143.74
51492	COLUMBIA PAINT & COATINGS	ONE GALLON PAINT	00100010.531000.	32.36
51493	US DEPT OF COMMERCE ECONOMIC	1977 DROUGHT BOND	40800072.572000.	20,000.00
	US DEPT OF COMMERCE ECONOMIC		40800083.583000.	5,000.00
51494	COMMERCIAL FIRE PROTECTION	(8) FIRE EXT SERVICE AND RETAG	501.141100.	39.50
51495	COMPASSIONATE CARE ADULT FAMILY HO	REFUND BUSINESS LICENSE FEES	00100321.319000.	50.00
51496	CONCUT, INC	CONCRETE BLADE	10110130.549000.	568.80
51497	MERRITT SCOTT CONNER	INSTRUCTOR SERVICES	00105250.541020.	160.00
51498	COOK PAGING (WA)	PAGER SRVC 339-0613/257-3829	10111230.542000.	3.73
	COOK PAGING (WA)		40143410.542000.	3.73
51499	CO-OP SUPPLY	CLAMPS,FLASHLIGHT,BATTERIES	42047165.549000.	133.49
51500	WA DEPT OF CORRECTIONS	INMATE FOOD	00103960.531250.	1,290.82
	WA DEPT OF CORRECTIONS		00103960.531250.	1,445.22
	WA DEPT OF CORRECTIONS		00103960.531250.	1,681.52
	WA DEPT OF CORRECTIONS		00103960.531250.	1,702.58
	WA DEPT OF CORRECTIONS		00103960.531250.	1,856.05
	WA DEPT OF CORRECTIONS		00103960.531250.	2,273.82
51501	COVAD COMMUNICATIONS	INTERNET SERVICES	50300090.541000.	243.90
51502	CRAFT MART	(3) RUBBER STAMPS	00105120.531050.	22.21
51503	CUES	ULTRA SHORTY KITS	40145040.549000.	1,082.87
51504	CUZ CONCRETE PRODUCTS	JET SET CONCRETE REPAIR	40142680.531000.	914.66
51505	DAY WIRELESS SYSTEMS	RECALIBRATE RADAR GUNS	00103222.548000.	87.89
	DAY WIRELESS SYSTEMS		00103222.548000.	87.89
	DAY WIRELESS SYSTEMS		00103222.548000.	87.89
51506	DCI PAINTING & CONSTRUCTION, INC.	EXTRA WORK PAINTING PROJECT	00103530.548000.0824	1,480.21
51507	DELL MARKETING LP	MISC PERIPHERAL REPLACEMENTS	50300090.535000.	69.14
51508	DELTA PROPERTY MGT	UB 741363150002 5421 60TH PL N	401.122110.	38.43
51509	DELTA PROPERTY MGT	UB 114315100000 4315 103RD PL	401.122110.	102.38
51510	DIAMOND B CONTRACTORS INC	WORK AT PSB	00100010.548000.	2,315.35
	DIAMOND B CONTRACTORS INC	WORK AT LIBRARY	00112572.548000.	2,344.74
	DIAMOND B CONTRACTORS INC	WORK AT PW HEATER & WWTP FAN	40143410.548000.	391.14
51511	DICKS TOWING INC	TOWING CHARGES-MP08-4317	00103121.541000.	43.40
	DICKS TOWING INC	TOWING CHARGES-MP08-YARD	00103121.541000.	43.40
	DICKS TOWING INC	TOWING CHARGES-MP08-6058	00103222.541000.	43.40
	DICKS TOWING INC	TOWING CHARGES-MP08-2002	00103222.541000.	70.59
51512	DUNLAP INDUSTRIAL	WINCH CABLE	50100065.534000.	762.37
51513	E&E LUMBER INC	GRAFFITI SUPPLIES	00102020.531000.	12.77
	E&E LUMBER INC		00102020.531000.	16.45
	E&E LUMBER INC	CREDIT FOR INV 59073 TAX ERROR	00105380.531000.	-0.08
	E&E LUMBER INC	ELECTRICAL CORDS	00105380.531000.	9.31
	E&E LUMBER INC	ROLLER COVERS	00105380.531000.	11.67
	E&E LUMBER INC	POLE SAW,CABLE TIES,CORD	00105380.531000.	154.00
	E&E LUMBER INC	REBAR	31000076.563000.P0705	24.09
	E&E LUMBER INC	COVE BASE ADHESIVE	40142480.531000.	42.45
	E&E LUMBER INC	BOLTS	40143780.531000.	7.14
	E&E LUMBER INC	THRESHOLD	40143780.531000.	26.03
	E&E LUMBER INC	GALVANIZED SPIKES	40145040.548000.	57.10
	E&E LUMBER INC	RAKE,CORD,PROPANE,SCOOP,TAPE	501.141100.	634.96
51514	EDGE ANALYTICAL INC	LAB SAMPLES	40140780.541000.	220.00
	EDGE ANALYTICAL INC		40140780.541000.	1,264.00
51515	SUZANNE ELSNER	REIMBURSE MILEAGE FOR MTG	00100050.543000.	8.26
51516	EMERALD HILLS COFFEE SERVICE	COFFEE SUPPLIES @ KBSCC	00105250.531050.	181.15
51517	WA ENVIRONMENTAL TRAINING CENTER	TRAINING-BRYANT	40143410.549030.	295.00
	WA ENVIRONMENTAL TRAINING CENTER	TRAINING-NEWMAN	40143410.549030.	295.00
51518	ESRI	GIS TRAINING	00102020.549000.	490.00
51519	EVERETT CARBONIC	CARBON DIOXIDE	401.141400.	74.93

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 11/6/2008 TO 11/12/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51520	EVERETT FUEL & LUMBER DIST	12 UNITS HOGFUEL	31000076.563000.P0703	857.76
	EVERETT FUEL & LUMBER DIST	18 UNITS HOGFUEL	31000076.563000.P0703	1,145.43
51521	THE DAILY HERALD COMPANY	SEASONAL LABORER AD	40143410.544000.	328.40
51522	EVERETT STAMP WORKS	(6) STAMPS	00102020.531000.	157.96
	EVERETT STAMP WORKS	LABELS, PADS	00102020.531000.	277.64
51523	EVERETT TIRE & AUTOMOTIVE	(2) TIRES	50100065.534000.	209.51
51524	CITY OF EVERETT	SHELTER FEE(ONE LEFT OFF BILL)	00104230.551000.	97.00
	CITY OF EVERETT	ANIMAL SHELTER FEES 9/08	00104230.551000.	6,111.00
51525	EXIDE	REFUND BATTERY CORE CHARGE	501.141100.	-17.32
	EXIDE		501.141100.	-9.77
	EXIDE		501.141100.	-6.51
	EXIDE	BATTERY W/CORE CHARGE	501.141100.	63.50
	EXIDE		501.141100.	73.08
51526	FALCON ASSOCIATES INC	GIS ANALYST JOB POSTING	00102020.549000.	75.00
51527	FANNY MAE	UB 984431000000 4431 SUNNYSIDE	401.122130.	15.96
51528	FARWEST INDUSTRIES, INC	WINDSHIELDS	42047165.548000.	313.10
51529	FEENEY WIRELESS	AIRLINK ETHERNET RADIOS	401.231700.	-101.68
	FEENEY WIRELESS		40141580.531000.	648.94
	FEENEY WIRELESS		40142280.531000.	648.93
51530	FIRE PROTECTION,INC	SECURITY ALARM MONITORING	00105380.541000.	529.50
	FIRE PROTECTION,INC	FIRE ALARM/SECURITY MAINT	00112572.548000.	733.50
	FIRE PROTECTION,INC	ANNUAL INSPECTION @ STILLY	40141580.548000.	359.70
	FIRE PROTECTION,INC	SPRINKLER SYSTEM	40141580.548000.	365.15
	FIRE PROTECTION,INC	ANNUAL INSPECTION @ GOLF	42047061.548000.	359.70
	FIRE PROTECTION,INC	FIRE ALARM/SECURITY MAINT	42047061.549000.	529.50
51531	CRAIG A. FULLERTON	CONSULTING FOR PARKS & REC	00105380.541000.	1,705.00
51532	GENERAL CHEMICAL CORP	ALUMINUM SULFATE 11.76 DRY TON	40142480.531320.	4,114.27
51533	LAW OFFICE OF FRED L GILLINGS	(2) TIRES	501.141100.	355.79
51534	TRACY GLIDDEN	SHOE ALLOWANCE	00104190.526000.	20.80
51535	DENA GOETZ	REFUND CLASS FEES	00110347.376007.	61.00
51536	GRAINGER INC	UNLOADER, LOAD GENIE	50100065.534000.	44.04
51537	GRANITE NW INC	PAY ESTIMATE #4 (4 PROJECTS)	30500030.563000.R0301	260,520.06
	GRANITE NW INC		40220594.563000.W0007	203,970.60
	GRANITE NW INC		40230594.563000.S0701	415,091.29
	GRANITE NW INC		40250594.563000.D0501	107,660.89
51538	GRANITE NW INC	MODIFIED B 76.73 TONS	40145040.548000.	7,893.82
51539	GRAY AND OSBORNE	PAY ESTIMATE # 8	40220594.563000.W0808	1,790.36
51540	GRAYBAR ELECTRIC CO INC	RETURN CRIMP TOOL, CONNECTORS	10111864.531000.	-153.94
	GRAYBAR ELECTRIC CO INC	CRIMP TOOL, CONNECTORS	10111864.531000.	164.34
51541	GREG RAIRDON'S DODGE CHRYSLER JEEP	TRANSMISSION FILTER	50100065.534000.	17.13
51542	HD FOWLER COMPANY	RETURN POLYMER LIDS	401.141400.	-394.73
	HD FOWLER COMPANY	RETURN METERS	401.141400.	-232.28
	HD FOWLER COMPANY	INSIDE GRIPPER PLUGS	401.141400.	100.00
	HD FOWLER COMPANY	COUPLING AND 90* ELL	401.141400.	237.65
	HD FOWLER COMPANY	RESETTERS	401.141400.	339.17
	HD FOWLER COMPANY	LIDS,ADAPTERS,METER GSKTS	401.141400.	1,992.69
	HD FOWLER COMPANY	METER BOXES AND LIDS	401.141400.	2,323.64
	HD FOWLER COMPANY	METER BOXES AND BASES	40140580.531000.	303.20
	HD FOWLER COMPANY	4X8 FRAME & COVER	40230594.563000.S0102	353.80
	HD FOWLER COMPANY	6" COUPLINGS, GRIPPER PLUGS	40230594.563000.S0102	479.92
	HD FOWLER COMPANY	RETURN MARKING PAINT	501.141100.	-310.90
	HD FOWLER COMPANY	GREEN MARKING PAINT	501.141100.	86.65
	HD FOWLER COMPANY		501.141100.	149.67
	HD FOWLER COMPANY	BROOMS,PAINT,TAPE MEASURE	501.141100.	1,049.37
51543	INFILCO DEGREMONT, INC.	CASE OF LAMPS	40142480.548000.	1,551.17
51544	ISS-WONDERWARE	SUPPORT CONTRACT RENEWAL	401.231700.	-594.75
	ISS-WONDERWARE		40141580.541000.	7,591.75

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 11/6/2008 TO 11/12/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51545	KAMAN INDUSTRIAL TECHNOLOGIES	GEAR BOX	40142480.548000.	396.69
51546	MATTHEW KEITH	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51547	KENWORTH NORTHWEST INC	MUD FLAPS, EXT HANDLES	501.141100.	130.53
	KENWORTH NORTHWEST INC	REPAIR DONE, DRIVE AXLES	50100065.548000.	2,346.60
51548	LASTING IMPRESSIONS INC	(12) HATS	501.141100.	199.21
51549	LAWSON PRODUCTS INC	SOLVENTS	42047165.531000.	90.87
51550	LES SCHWAB TIRE CENTER	(8) TIRES	50100065.534000.	3,078.90
51551	DEPT OF LICENSING	EILERTSEN, JOHN (ORIGINAL)	001.237020.	18.00
	DEPT OF LICENSING	KUSSY, LORETTA (RENEWAL)	001.237020.	18.00
51552	LOWES HIW INC	ELECTRIC PUMP	40140480.531000.	241.96
	LOWES HIW INC	SCREWDRIVER SETS	40140580.535000.	37.92
51553	MARYSVILLE HISTORICAL SOCIETY	08 HOTEL/MOTEL APP PURCHASE	10500030.549000.	2,379.00
51554	MARYSVILLE PRINTING	BUSINESS CARDS-DORCAS	00102020.531000.	113.82
	MARYSVILLE PRINTING	ENVELOPES-LETTERHEAD	00102020.531000.	354.40
	MARYSVILLE PRINTING	BUSINESS CARDS-ALLEN, D	00103222.531000.	42.26
51555	MARYSVILLE SCHOOL DISTRICT #25	MITIGATION FEES 10/08	642.237000.	146,190.00
51556	MCLLRATH & ECK	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51557	CINDY MOORE	BOX LUNCHES FOR WALK TOUR	00102020.549000.	39.03
51558	NESS & CAMPBELL CRANE, INC	36 TON BOOM TRUCK RENTAL	40142480.545000.	781.20
51559	NORTH COAST ELECTRIC COMPANY	ALLEN BRADLEY/ROCKWELL SUPPOR	40142480.541000.	7,218.29
	NORTH COAST ELECTRIC COMPANY	HARDWARE PURCHASE	40143410.531000.	507.93
	NORTH COAST ELECTRIC COMPANY	SOFTWARE PURCHASE	40143410.531000.	2,229.68
51560	NORTH SOUND HOSE & FITTINGS	HOSE AND FITTING	40140480.531000.	235.84
	NORTH SOUND HOSE & FITTINGS	PVC SUCTION HOSE & CLAMPS	40142480.548000.	97.65
51561	KAMILLE NORTON	REIMBURSE MILEAGE	00100490.543000.	200.07
51562	NW CONTRACTING/PAINTING INC	WORK DONE-EXTERIOR OF LIBRARY	00112572.548000.0823	8,354.50
51563	OFFICE DEPOT	TONER	00100020.531000.	14.82
	OFFICE DEPOT	OFFICE SUPPLIES	00100020.531000.	21.22
	OFFICE DEPOT	COPY PAPER	00100020.531000.	31.35
	OFFICE DEPOT	OFFICE SUPPLIES	00100060.531000.	3.71
	OFFICE DEPOT		00100110.531000.	53.11
	OFFICE DEPOT		00100110.531000.	107.52
	OFFICE DEPOT		00100310.531000.	29.90
	OFFICE DEPOT		00101130.531000.	11.32
	OFFICE DEPOT	COPY PAPER	00102020.531000.	31.35
	OFFICE DEPOT	TONER	00102020.531000.	260.59
	OFFICE DEPOT	OFFICE SUPPLIES	00102020.531000.	300.95
	OFFICE DEPOT	RETURN PAPERCLIPS	00105380.531000.	-2.21
	OFFICE DEPOT	PAPERCLIPS	00105380.531000.	2.21
	OFFICE DEPOT	09 DESK CALENDAR & APPT BOOK	00105380.531000.	30.13
	OFFICE DEPOT	OFFICE SUPPLIES	00143523.531000.	8.29
	OFFICE DEPOT	TONER	10111230.531000.	7.40
	OFFICE DEPOT	OFFICE SUPPLIES	40141580.531000.	531.68
	OFFICE DEPOT		40143410.531000.	21.21
	OFFICE DEPOT	COPY PAPER	40143410.531000.	31.34
	OFFICE DEPOT	TONER	40143410.531000.	37.02
	OFFICE DEPOT		40145040.531000.	7.40
	OFFICE DEPOT		40145040.531000.	7.40
	OFFICE DEPOT	OFFICE SUPPLIES	50100065.531000.	2.36
	OFFICE DEPOT	COPY PAPER	50100065.531000.	5.22
	OFFICE DEPOT	OFFICE SUPPLIES	50200050.531000.	2.36
	OFFICE DEPOT	COPY PAPER	50200050.531000.	5.22
51564	OSO LUMBER & HARDWARE	RAIL POST, FENCING	31000076.563000.P0705	739.25
51565	PACIFIC POWER BATTERIES	BATTERIES AND FLASHLIGHTS	501.141100.	108.29
51566	PACIFIC POWER PRODUCTS	JD MOWER BLADES	00105380.548000.	136.64
	PACIFIC POWER PRODUCTS	BELT	42047165.535000.0845	34.76
	PACIFIC POWER PRODUCTS	SPRAYER HOSE	42047165.535000.0845	114.28

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 11/6/2008 TO 11/12/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51566	PACIFIC POWER PRODUCTS	HOSE ENDS	42047165.535000.0845	345.00
51567	PACIFIC SIGNAL SUPPLY INC	POLARA PED PUSH BUTTONS	10111864.531000.	425.75
	PACIFIC SIGNAL SUPPLY INC	(8) COUNTDOWN PED DISPLAYS	10111864.531000.	2,693.23
51568	PARFITT, ADAM & SHELLY	UB 840100605001 6504 81ST DR N	401.122110.	25.85
51569	THE PARTS STORE	AIR FILTERS,SEPARATOR,CAR WASH	501.141100.	402.30
	THE PARTS STORE	REFUND STARTER CORE CHARGE	50100065.534000.	-31.47
	THE PARTS STORE	RETURN FUEL CAP	50100065.534000.	-17.24
	THE PARTS STORE	RETURN ROTOR	50100065.534000.	-8.70
	THE PARTS STORE	OIL DRAIN PLUG	50100065.534000.	2.67
	THE PARTS STORE	CAP AND ROTORS	50100065.534000.	35.32
	THE PARTS STORE	FUEL CAPS	50100065.534000.	42.46
	THE PARTS STORE	OXYGEN SENSOR	50100065.534000.	50.30
	THE PARTS STORE	EPOXY MATERIAL, MIXER TIPS	50100065.534000.	54.73
	THE PARTS STORE	STARTER W/CORE CHARGE	50100065.534000.	173.52
51570	LAURIE HUGDAHL	MINUTE TAKING SERVICE	00100490.541000.	40.30
	LAURIE HUGDAHL		00102020.549000.	77.50
	LAURIE HUGDAHL		00102020.549000.	105.40
51571	PETROCARD SYSTEMS INC	FUEL CONSUMED-POLICE	00103222.532000.	4,162.46
51572	PR DIAMOND PRODUCTS INC	(4) SAW BLADES	401.231700.	-84.15
	PR DIAMOND PRODUCTS INC		40140480.531000.	1,074.15
51573	PRO FAB INC	REPLACE ALUMINUM BOW	40142480.548000.	362.33
51574	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #690-001-250-8	10110463.547000.	1,515.61
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #600-001-260-6	10110463.547000.	1,661.87
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #660-001-330-1	10110463.547000.	1,847.03
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #670-001-300-3	10110463.547000.	10,257.57
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #345-002-250-8	10111864.547000.	56.56
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #249-067-781-8	10111864.547000.	95.68
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #543-001-066-9	40140180.547000.	33.65
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #300-001-899-8	40142280.547000.	38.43
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #381-001-187-8	40142480.547000.	127.68
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #400-001-036-5	40142480.547000.	754.57
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #529-001-155-9	40143780.547000.	1,321.67
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT #416-001-067-6	40143780.547000.	2,215.07
51575	PUGET SOUND ENERGY	ACCT #753-901-800-7	00100010.547000.	794.09
	PUGET SOUND ENERGY	ACCT #835-819-211-3	00101250.547000.	286.34
	PUGET SOUND ENERGY	ACCT #549-775-008-2 CITY HALL	00103530.547000.	294.05
	PUGET SOUND ENERGY	ACCT #616-190-400-5	00105250.547000.	69.03
	PUGET SOUND ENERGY	ACCT #922-456-500-3	40143780.547000.	63.87
	PUGET SOUND ENERGY	ACCT #435-851-700-3	40143780.547000.	429.95
	PUGET SOUND ENERGY	ACCT #433-744-264-6	42047267.547000.	49.55
51576	PUGET SOUND SECURITY	SPARE FUEL KEY	50100065.534000.	10.58
51577	QUALITY MEDICAL BILLING	REFUND BUSINESS LICENSE FEE	00100321.319000.	50.00
51578	R&R PRODUCTS INC	FOAM AGENT	42047165.535000.0845	59.62
	R&R PRODUCTS INC	FOAM MARKER KIT	42047165.535000.0845	816.95
51579	RADIOSHACK	WIRELESS MICROPHONE & HOLDER	00105380.531000.	65.08
51580	RED LION HOTEL SALEM	NEGOTIATORS LODGING-SMITH, C	00103121.543000.	385.00
51581	KIM RICKER	REIMBURSE TRAVEL EXPENSES	00100050.543000.	286.71
51582	PAUL ROBERTS	CONSULTING SERVICES 10/08	00100110.541000.	6,000.00
51583	ROY ROBINSON CHEVROLET	WHEEL COVER, CENTER CAP	50100065.534000.	95.85
51584	SCE INC	WATCHDOG REFUND	401.245200.	74.00
51585	SEATTLE SELECT LLC	SEWER REPAIR WORK@ 81ST ST NE	40142680.548000.	7,812.00
51586	KIM SIVIK	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51587	EVE SNIDER	INSTRUCTOR SERVICES	00105120.541020.	881.67
51588	SNO CO PUBLIC WORKS	RR7920-51ST AVE @ 121ST PL NE	40220594.563000.W0803	52,054.07
51589	SNOHOMISH COUNTY TREASURER	CRIME VICTIM/WITNESS FUNDS	00102570.551000.	1,146.97
51590	SOLID WASTE SYSTEMS INC	EXHAUST STACK PIPE	50100065.534000.	934.59
51591	SONITROL	MONITORING SERVICES NOV 2008	00100010.541000.	89.00

**CITY OF MARYSVILLE  
 INVOICE LIST**

FOR INVOICES FROM 11/6/2008 TO 11/12/2008

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51591	SONITROL	MONITORING SERVICES NOV 2008	00100010.541000.	102.00
	SONITROL		00103530.541000.	120.00
	SONITROL		00103530.541000.	173.00
	SONITROL		00105250.541000.	126.00
	SONITROL		00105380.541000.	116.00
	SONITROL		40142480.541000.	102.00
	SONITROL		40142480.541000.	114.00
	SONITROL		40142480.541000.	114.00
	SONITROL		40143410.541000.	82.00
	SONITROL		40143410.541000.	117.00
	SONITROL		40143410.541000.	173.00
51592	SOUND HARLEY DAVIDSON	CREDIT MOTORCYCLE REPAIR	00103222.548000.	-131.93
	SOUND HARLEY DAVIDSON	MOTORCYCLE REPAIR	00103222.548000.	52.09
	SOUND HARLEY DAVIDSON		00103222.548000.	131.93
	SOUND HARLEY DAVIDSON		00103222.548000.	167.74
	SOUND HARLEY DAVIDSON		00103222.548000.	346.53
	SOUND HARLEY DAVIDSON		00103222.548000.	559.65
51593	SOUND SAFETY PRODUCTS CO INC	JACKETS	501.141100.	237.18
	SOUND SAFETY PRODUCTS CO INC	SWEATERS,T-SHIRTS,TWILL SHIRTS	501.141100.	460.46
	SOUND SAFETY PRODUCTS CO INC	GLOVES	501.141100.	490.44
51594	SPIRIT OF GRACE INTERNATIONAL	REFUND BUSINESS LICENSE FEE	00100321.319000.	50.00
51595	SPRINGBROOK NURSERY	CREDIT FROM INV 171063	00105380.531000.	-1.20
	SPRINGBROOK NURSERY	(2) YDS TOPSOIL	00105380.531000.	31.18
	SPRINGBROOK NURSERY	(8) YDS TOPSOIL	00105380.531000.	124.82
	SPRINGBROOK NURSERY	(16) YDS ROCK	00105380.531000.	227.85
	SPRINGBROOK NURSERY	(14) YDS TOP SOIL	00105380.531000.	265.82
	SPRINGBROOK NURSERY	(4) YDS MEDIUM BARK	31000076.563000.P0809	135.57
51596	WASHINGTON STATE PATROL	CPL CHECKS FOR SEPT 2008	001.237100.	173.25
51597	STRATEGIES 360 INC	PROFESSIONAL SERVICES	00100110.549000.E0801	15,000.00
51598	SUBURBAN PROPANE	HEATING PROPANE	42047165.532000.	296.44
51599	SUN MOUNTAIN SPORTS INC	SPEED CARTS	420.141100.	761.73
51600	WALTER TAUBENECK	WATER/SEWER CONSERV REBATE	40143410.549070.	50.00
51601	TERPH NORTHWEST	TURF GROWTH REGULATOR	42047165.531900.	718.70
51602	THOMPSON, KEN & RASCHEL	UB 846000055001 7717 72ND ST N	410.122130.	857.38
51603	THYSSENKRUPP ELEVATOR CORP	PREVENTATIVE MAINTENANCE	00100010.548000.	162.75
	THYSSENKRUPP ELEVATOR CORP		00103530.548000.	162.75
51604	TIMBERCON INC	FIBER PATCH CABLE-51ST STATION	402.231700.	-5.52
	TIMBERCON INC		40220594.563000.W0807	70.47
51605	LORRIE TOWERS	COMMISSIONER SERVICES	00100050.541000.	1,850.00
	LORRIE TOWERS		00100050.541000.	2,200.00
51606	TRAVEL ADVANCE FUND	HOSTAGE NEGOTIATOR-HENDRICKSO	00103222.543000.	214.50
	TRAVEL ADVANCE FUND	HOSTAGE NEGOTIATOR-SMITH	00103222.543000.	214.50
51607	UNITED PARCEL SERVICE	SHIPPING EXPENSE	00103222.541000.	176.98
51608	UNITED PIPE & SUPPLY INC	BUSHING	40140480.531000.	16.42
	UNITED PIPE & SUPPLY INC	REGISTERS FOR METERS	40140580.531000.	421.00
51609	VANDERHOOFREN, PHILLIP & SUE	UB 751159225101 7912 55TH PL N	401.122110.	144.20
51610	VERIZON NORTHWEST	ACCT #POLE BLDG	00103222.542000.	158.95
	VERIZON NORTHWEST	ACCT #100469609401	00104000.542000.	35.00
	VERIZON NORTHWEST	ACCT #100664011800	00104000.542000.	85.50
	VERIZON NORTHWEST	ACCT #109367558610	10110564.547000.	49.00
	VERIZON NORTHWEST	ACCT #107567892708	10110564.547000.	51.62
51611	BRENDA VIEWEG	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
51612	VINYL SIGNS & BANNERS	(1) HEALTHY COMM SIGN	00105090.531000.0811	70.53
	VINYL SIGNS & BANNERS	(1) PLAYER PAV SIGN	00105120.531030.	225.68
	VINYL SIGNS & BANNERS	100)ROAD WORK NO PARKING SIGNS	10110564.531000.	406.88
	VINYL SIGNS & BANNERS	(4) SIGNS-OFF LEASH DOG PARK	31000076.563000.P0705	1,054.62
51613	WASHINGTON STATE TREASURER	PUBLIC SAFETY&BLDG REVENUE	001.237010.	61,552.86

**CITY OF MARYSVILLE  
INVOICE LIST**

**FOR INVOICES FROM 11/6/2008 TO 11/12/2008**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT #</u>	<u>ITEM AMOUNT</u>
51613	WASHINGTON STATE TREASURER	PUBLIC SAFETY&BLDG REVENUE	001.237030.	517.50
51614	WAXIE SANITARY SUPPLY	(24) 50# ICE MELTER	00105380.531000.	269.51
51615	WEED GRAAFSTRA AND BENSON INC PS	LEGAL SERVICES OCT 2008	00105515.541000.	2,005.00
	WEED GRAAFSTRA AND BENSON INC PS		00105515.541000.	12,518.11
	WEED GRAAFSTRA AND BENSON INC PS		00105515.541000.	39,720.09
	WEED GRAAFSTRA AND BENSON INC PS		30500030.563000.R0301	269.50
	WEED GRAAFSTRA AND BENSON INC PS		30500030.563000.R0701	710.25
	WEED GRAAFSTRA AND BENSON INC PS		31000076.563000.G0701	62.50
	WEED GRAAFSTRA AND BENSON INC PS		40143410.541000.	64.00
	WEED GRAAFSTRA AND BENSON INC PS		40143410.541000.	12,518.11
	WEED GRAAFSTRA AND BENSON INC PS		40145040.541000.	216.00
51616	WELCOME COMMUNICATIONS	RADIO BATTERIES	00103222.526000.	393.11
51617	WESTERN FACILITIES SUPPLY INC	JANITORIAL SUPPLIES	42047165.531700.	149.71
51618	WWGCSA	WWGCSA ASSOCIATION DUES	42047165.549000.	225.00
<b>WARRANT TOTAL:</b>				<b><u>1,582,362.14</u></b>
<b>LESS VOID</b>				
<b>CHECK # 50653      WRONG VENDOR</b>				<b>(15.96)</b>
				<b><u>1,582,346.18</u></b>

**REASON FOR VOIDS:**

- INITIATOR ERROR**
- WRONG VENDOR**
- CHECK LOST IN MAIL**

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

An Ordinance of the City of Marysville levying regular taxes upon all property real, personal and utility subject to taxation within the corporate limits of the City of Marysville, Washington for the year 2009 and levying taxes in addition to the regular property tax for payment of debt service on the City's unlimited General Obligation Bonds, 1986 and refunded in 1996.

WHEREAS, the City Council of the City of Marysville has met and considered its budget for the calendar year 2009; and has held public hearings on October 21, 2008, and November 10, 2008; and

WHEREAS, the City of Marysville's actual levy amount from the previous year was \$8,663,658.00; and,

WHEREAS, the population of the City of Marysville is more than 10,000;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, DO  
ORDAIN AS FOLLOWS:

Section 1. After hearing and after duly considering all relevant evidence and testimony presented, the City Council has determined that the City of Marysville requires a regular levy in the amount of \$9,300,000.00, which includes an increase in property tax revenue from the previous year, and amounts resulting from the addition of new construction and improvements to property and any increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made, in order to discharge the expected expenses and obligations of the City.

Section 2: An increase in the regular property tax levy is hereby authorized for the 2009 levy in the amount of \$0 which is a percentage increase of 0% from the previous year. This increase is exclusive of additional revenue resulting from the addition of new construction and improvements to property and any increase in the value of state assessed property, and any additional amounts resulting from any annexations that have occurred and refunds made.

Section 3: For the year 2009, the amount of taxes to be levied, in addition to regular property tax, for payment of debt service on the City's Unlimited Tax General Obligation bonds, 1986, which were refunded in 1996, is \$226,673.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

CITY OF MARYSVILLE

By \_\_\_\_\_  
MAYOR

ATTEST:

By \_\_\_\_\_  
CITY CLERK

Approved as to form:

By \_\_\_\_\_  
CITY ATTORNEY

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

An Ordinance of the City of Marysville levying regular taxes upon all property real, personal and utility subject to taxation within the corporate limits of the City of Marysville, Washington for the year 2009 and levying taxes in addition to the regular property tax for payment of debt service on the City's unlimited General Obligation Bonds, 1986 and refunded in 1996.

WHEREAS, the City Council of the City of Marysville has met and considered its budget for the calendar year 2009; and has held public hearings on October 21, 2008, and November 10, 2008; and

WHEREAS, the City of Marysville's actual levy amount from the previous year was \$8,663,658.00; and,

WHEREAS, the population of the City of Marysville is more than 10,000;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, DO  
ORDAIN AS FOLLOWS:

Section 1. After hearing and after duly considering all relevant evidence and testimony presented, the City Council has determined that the City of Marysville requires a regular levy in the amount of \$9,300,000.00, which includes an increase in property tax revenue from the previous year, and amounts resulting from the addition of new construction and improvements to property and any increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made, in order to discharge the expected expenses and obligations of the City.

Section 2: For the year 2009, the amount of taxes to be levied, in addition to regular property tax, for payment of debt service on the City's Unlimited Tax General Obligation bonds, 1986, which were refunded in 1996, is \$226,673.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

CITY OF MARYSVILLE

By \_\_\_\_\_  
MAYOR

ATTEST:

By \_\_\_\_\_  
CITY CLERK

Approved as to form:

By \_\_\_\_\_  
CITY ATTORNEY

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

An Ordinance of the City of Marysville levying regular taxes upon all property real, personal and utility subject to taxation within the corporate limits of the City of Marysville, Washington for the year 2009 and levying taxes in addition to the regular property tax for payment of debt service on the City's unlimited General Obligation Bonds, 1986 and refunded in 1996.

WHEREAS, the City Council of the City of Marysville has met and considered its budget for the calendar year 2009; and has held public hearings on October 21, 2008, and November 10, 2008; and

WHEREAS, the City of Marysville's actual levy amount from the previous year was \$8,663,658.00; and,

WHEREAS, the population of the City of Marysville is more than 10,000;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, DO  
ORDAIN AS FOLLOWS:

Section 1. After hearing and after duly considering all relevant evidence and testimony presented, the City Council has determined that the City of Marysville requires a regular levy in the amount of \$9,300,000.00, which includes an increase in property tax revenue from the previous year, and amounts resulting from the addition of new construction and improvements to property and any increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made, in order to discharge the expected expenses and obligations of the City.

Section 2: An increase in the regular property tax levy is hereby authorized for the 2009 levy in the amount of \$86,637.00 which is a percentage increase of 1% from the previous year. This increase is exclusive of additional revenue resulting from the addition of new construction and improvements to property and any increase in the value of state assessed property, and any additional amounts resulting from any annexations that have occurred and refunds made.

Section 3: For the year 2009, the amount of taxes to be levied, in addition to regular property tax, for payment of debt service on the City's Unlimited Tax General Obligation bonds, 1986, which were refunded in 1996, is \$226,673.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

CITY OF MARYSVILLE

By \_\_\_\_\_  
MAYOR

ATTEST:

By \_\_\_\_\_  
CITY CLERK

Approved as to form:

By \_\_\_\_\_  
CITY ATTORNEY

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

An Ordinance of the City of Marysville adopting a budget for the City of Marysville, Washington, for the year 2009, setting forth in summary form the totals of estimated revenues and appropriations for each separate fund and the aggregate totals of all such funds combined, and including the Pay Classification Plan.

WHEREAS, As required by law the City has conducted public hearings on the preliminary budget for 2009 on October 21st and November 10<sup>th</sup>, 2008 as required by law and said budget has been filed with the City Clerk, also as required by law, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. In accordance with the provisions of RCW 35A.34.120, the budget of the City of Marysville, Washington, for the year 2009, in aggregate amount of \$140,976,609.00, which is attached hereto, is hereby adopted by reference, after the public hearing on November 10, 2008 and after the preliminary budget has been filed with the City Clerk as required by law.

Section 2. The totals of estimated revenues and appropriations for each separate Fund and the aggregate totals for all such Funds combined are set forth in summary form as follows:

Fund	Description	Est. Beginning Fund Balance & 2009 Revenue	Appropriations & Transfers	Ending Fund Balance
001	General Fund	37,000,297	33,789,867	3,210,430
005	General Cum. Reserve	1,872,999	336,000	1,536,999
101	City Street	2,854,800	2,645,451	209,349
102	Arterial Street	512,736	512,736	-
103	Drug Enforcement	48,294	30,774	17,520
104	Tribal Gaming Fund	167,885	167,130	755
105	Hotel/Motel Tax Fund	98,856	90,000	8,856
106	Baxter Center Apprec.	31,480	4,000	27,480
107	Paths & Trails	24,237	12,000	12,237
108	I/NET	143,454	7,260	136,194
110	GMA--REET I	728,786	598,475	130,311
111	GMA--REET II	1,275,827	1,100,000	175,827
202	ULTGO Bond Fd 87	307,324	227,673	79,651
203	Pub Works Trust Fd Loan	9,947	9,947	-
204	Library LTGO 93	523,653	495,440	28,213
206	LTGO 2003	902,239	885,265	16,974
264	LID 64 Debt Service	77,886	74,794	3,092
267	LID 66/67/69 Debt Service	10,342	10,342	-
299	LID Guarantee	253,898	220,000	33,898
305	Street Capital Imprvmnts	11,231,455	9,476,352	1,755,103
310	Parks Capital Imprvmnts	608,692	585,632	23,060

Fund	Description	Est. Beginning Fund Balance & 2009 Revenue	Appropriations & Transfers	Ending Fund Balance
401	Water/Sewer Operating	24,994,164	19,634,564	5,359,600
402	Utility Construction	22,878,281	16,545,000	6,333,281
408	Drought Relief Bond 1977	55,157	29,000	26,157
410	Garbage & Refuse	5,545,377	4,035,011	1,510,366
420	Golf Course Operating	1,457,493	1,457,493	-
450	Utility Debt Service Fund	24,398,817	17,064,976	7,333,841
501	Fleet Services	1,834,212	1,132,029	702,183
502	Facilities Maintenance	297,891	295,589	2,302
503	Computer Services	830,130	754,599	75,531
<b>TOTAL ALL FUNDS</b>		<b>140,976,609</b>	<b>112,227,399</b>	<b>28,749,210</b>

Section 3. In accordance with Ordinance No 2604 approved by City Council on November 28, 2005, it has been determined that the interests of the residents of the City of Marysville may best be served by the confirmation of the establishment of a two percent (2%) annual increase in water, sewer, and surface water rates and fees.

Section 4. The City Clerk is directed to keep on file a certified copy of the Budget hereby adopted by reference and to transmit a certified copy of said document to the Office of the Auditor of the State of Washington, Division of Municipal Corporations, and to the Association of Washington Cities.

Section 5. In accordance with MMC 2.50.030, the 2009 budget hereby reflect that City employees shall be paid in accordance with the established pay classification and grades or ranges attached hereto and contained in Appendix A of the budget document.

Section 6. This Ordinance shall take effect and be in force January 1, 2009

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of November, 2008.

CITY OF MARYSVILLE

By \_\_\_\_\_  
MAYOR

ATTEST

By \_\_\_\_\_  
CITY CLERK

Approved as to form:

By \_\_\_\_\_  
CITY ATTORNEY

# APPENDIX A

## Pay Classification with Grades/Ranges

*Job Classification - Directors*

2009

<u>Pay Code</u>	<u>Classifications</u>	<u>Pay Range</u>
<u>CAI</u>	Chief Administrative Officer	Separate Contract
PC/PWD	Police Chief & Public Works Director	\$110,082 to \$148,101
FD/CD	Finance Director & Community Development Director	\$104,303 to \$142,624
PRD	Park & Recreation Director	\$101,406 to \$137,122

*Salary adjustments for Directors shall be determined by the Mayor and Chief Administrative Officer and shall range from 0% to 6% based on ability to meet projected goals/performance standards and overall department operations. Approval of such salary adjustments shall also be subject to available funding and incorporation of such funding in the budget by the City Council*

**CITY OF MARYSVILLE  
MANAGEMENT PAY GRID  
2009**

PAY CODE	TITLE	Step 0	Step 1	Step 2	Step 3	Step 4	Step 5
M1	Business Office Supervisor	4,552	4,802	5,066	5,345	5,640	5,949
M2	Senior Center Manager, Business Office Manager (Police)	4,779	5,042	5,319	5,612	5,921	6,246
M3	None	5,019	5,294	5,585	5,893	6,216	6,559
M4	Street Maint. Supervisor, Const. Inspection Supervisor	5,269	5,559	5,864	6,187	6,528	6,887
M5	Program Engineer – Surfacewater Supervisor, City Clerk, Golf Course Superintendent, Park Maint Manager	5,532	5,837	6,157	6,497	6,854	7,230
M6	Project Manager I, WWTP Manager, Parks & Recreation Services Manager	5,810	6,129	6,466	6,822	7,197	7,593
M7	Project Manager II, Fleet/Facility Maintenance Manager, Building Official, Traffic Engineer	6,101	6,435	6,789	7,162	7,557	7,973
M8	Assistant City Engineer, IS Manager, PW Operations Manager, Court Administrator, Financial Operations Manager, Financial Planning Manager, Planning Manager - Land Use	6,405	6,758	7,128	7,521	7,934	8,371
M9	Engineering Services Manager - Land Development, Police Admin Division Mgr	6,725	7,095	7,485	7,896	8,332	8,789
M10	PW Superintendent, Assistant HR Director, Assistant Administrative Services Director,	7,061	7,450	7,859	8,291	8,748	9,228
M11	Police Lieutenant	7,414	7,821	8,252	8,707	9,184	9,690
M12	Asst. PW Director/City Engineer, Police Commander	7,785	8,213	8,665	9,141	9,643	10,175

**CITY OF MARYSVILLE  
NON-REPRESENTED PAY GRID  
2009**

PAY CODE	TITLE	Step 0	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
N1	Assistant Golf Pro	3,228	3,389	3,560	3,738	3,924	4,120	4,327
N2	Confidential Administrative Assistant	3,389	3,560	3,738	3,924	4,120	4,327	4,542
N3	Computer Support Tech I	3,560	3,738	3,924	4,120	4,327	4,542	4,770
N4		3,738	3,924	4,120	4,327	4,542	4,770	5,007
N5	Procurement/Distribution Spec., Deputy City Clerk	3,924	4,120	4,327	4,542	4,770	5,007	5,258
N6	HR Specialist I, Engineering Aid, Engineering Project Aid, Surface Water Tech., Probation Officer, GIS/CAD Tech, Computer Support Tech II, Police/Legal Confidential Administrative Assistant	4,120	4,327	4,542	4,770	5,007	5,258	5,522
N7	Engineering Tech, Associate Planner, Development Services Tech., Code Enforcement Officer, Bldg Inspector, Construction Inspector, HR Specialist II, Executive Assistant	4,327	4,542	4,770	5,007	5,258	5,522	5,797
N8	Athletic Coordinator, Recreation Coordinator, Accountant, Electrical Inspector	4,542	4,770	5,007	5,258	5,522	5,797	6,088
N9	Associate Engineer II, Community Information Officer, Financial Analyst, HR Analyst, Computer Network Administrator, GIS Analyst, Plan Exam/Senior Bldg Inspector, Crime Analyst	4,770	5,007	5,258	5,522	5,797	6,088	6,391
N10	Asst. City Attorney, Assoc Engineer III/CD, GIS Administrator, Risk Management Officer, SCADA/Telemetry Administrator	5,007	5,258	5,522	5,797	6,088	6,391	6,712
N11	Senior Development Review Engineer, Senior Planner, Prosecutor	5,258	5,522	5,797	6,088	6,391	6,712	7,047

**CITY OF MARYSVILLE**  
**TEAMSTERS PAY GRID**  
 January 1, 2009

Job Classification	PAY CODE	Step 0	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
*steps as reflected in Munis Financial System								
Receptionist*	1	2,785	2,899	3,019	3,143	3,271	3,404	3,536
Accounting Assistant	2-1	2,945	3,066	3,192	3,322	3,461	3,602	3,741
Program Clerk	2	2,959	3,081	3,207	3,337	3,477	3,618	3,759
Procurement & Distribution Asst	3	3,159	3,288	3,426	3,566	3,712	3,863	4,014
Program Assistant	3	3,159	3,288	3,426	3,566	3,712	3,863	4,014
Meter Reader	4	3,210	3,341	3,477	3,620	3,768	3,922	4,074
Program Specialist	5	3,362	3,501	3,645	3,794	3,950	4,111	4,269
Accounting Technician	6	3,386	3,527	3,671	3,821	3,981	4,142	4,301
Maintenance Worker I	6-1	3,371	3,510	3,654	3,804	3,962	4,123	4,281
Property/Evidence Specialist	7	3,505	3,648	3,798	3,952	4,114	4,284	4,450
Meter Reader/Repair	8	3,530	3,674	3,826	3,985	4,146	4,317	4,484
Administrative Secretary	9	3,510	3,655	3,804	3,961	4,122	4,292	4,458
Senior Accounting Technician	10	3,636	3,785	3,941	4,100	4,267	4,445	4,617
Program Lead	11	3,686	3,839	3,994	4,158	4,328	4,506	4,679
Water Quality Assistant	12	3,766	3,921	4,080	4,246	4,423	4,602	4,782
Solid Waste Collector	13-1	3,616	3,762	3,921	4,080	4,246	4,419	4,593
Traffic Control Systems Tech	14	4,079	4,247	4,422	4,602	4,790	4,988	5,182
Facilities Maintenance Worker II*	16-1	3,925	4,085	4,250	4,428	4,607	4,797	4,983
Maintenance Worker II*	16-1	3,925	4,085	4,250	4,428	4,607	4,797	4,983
WWTP Maint Technician I	17	3,980	4,146	4,313	4,490	4,675	4,866	5,054
Wtr Qual/Cross Connect Cntrl Spec	18	4,135	4,304	4,481	4,664	4,855	5,056	5,251
Lead Worker I	20	4,194	4,369	4,547	4,732	4,928	5,129	5,329
Equipment Mechanic	21	4,176	4,344	4,521	4,708	4,901	5,100	5,298
WWTP Operator	22	4,348	4,527	4,712	4,906	5,107	5,316	5,522
WWTP Maint Technician II	23	4,368	4,547	4,732	4,927	5,129	5,338	5,546
Lead Worker II	24	4,538	4,725	4,918	5,120	5,330	5,549	5,766
WWTP Lead	25	4,694	4,886	5,086	5,293	5,510	5,737	5,960
Sr Traffic Control Systems Tech	26	4,790	4,988	5,191	5,404	5,626	5,858	6,083

**MPOA - CUSTODY & COMMUNITY SERVICE OFFICERS***January 2008*

<b>Classification</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Community Service Officer	3,607	3,754	3,908	4,068	4,235	4,409	4,580
Custody Sergeants	4,140	4,318	4,469	4,626	4,807	5,009	5,158
Custody Officer	3,697	3,855	3,990	4,130	4,292	4,472	4,605

**MPOA - POLICE OFFICERS & SERGEANTS***January 2008*

<b>Classification</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Police Officers	4,536	4,709	4,878	5,144	5,440	5,656
Police Sergeants	5,316	5,527	5,724	6,036	6,395	6,647
Entry Level Police Officer	4,082					

*Note as of the date of this ordinance MPOA negotiations were not completed.*

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

An Ordinance of the City of Marysville adopting a budget for the City of Marysville, Washington, for the year 2009, setting forth in summary form the totals of estimated revenues and appropriations for each separate fund and the aggregate totals of all such funds combined, and including the Pay Classification Plan.

WHEREAS, As required by law the City has conducted public hearings on the preliminary budget for 2009 on October 21st and November 10<sup>th</sup>, 2008 as required by law and said budget has been filed with the City Clerk, also as required by law, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. In accordance with the provisions of RCW 35A.34.120, the budget of the City of Marysville, Washington, for the year 2009, in aggregate amount of \$140,767,609.00, which is attached hereto, is hereby adopted by reference, after the public hearing on November 10, 2008 and after the preliminary budget has been filed with the City Clerk as required by law.

Section 2. The totals of estimated revenues and appropriations for each separate Fund and the aggregate totals for all such Funds combined are set forth in summary form as follows:

Fund	Description	Est. Beginning Fund Balance & 2009 Revenue	Appropriations & Transfers	Ending Fund Balance
001	General Fund	36,849,297	33,638,867	3,210,430
005	General Cum. Reserve	1,872,999	336,000	1,536,999
101	City Street	2,854,800	2,645,451	209,349
102	Arterial Street	512,736	512,736	-
103	Drug Enforcement	48,294	30,774	17,520
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202	ULTGO Bond Fd 87	307,324	227,673	79,651
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204	Library LTGO 93	523,653	495,440	28,213
206	LTGO 2003	902,239	885,265	16,974
264	LID 64 Debt Service	77,886	74,794	3,092
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Fund	Description	Est. Beginning Fund Balance & 2009 Revenue	Appropriations & Transfers	Ending Fund Balance
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420	Golf Course Operating	1,449,493	1,449,493	-
450	Utility Debt Service Fund	24,398,817	17,064,976	7,333,841
501	Fleet Services	1,784,212	1,082,029	702,183
502	Facilities Maintenance	297,891	295,589	2,302
503	Computer Services	830,130	754,599	75,531
<b>TOTAL ALL FUNDS</b>		<b>140,767,609</b>	<b>112,018,399</b>	<b>28,749,210</b>

Section 3. In accordance with Ordinance No 2604 approved by City Council on November 28, 2005, it has been determined that the interests of the residents of the City of Marysville may best be served by the confirmation of the establishment of a two percent (2%) annual increase in water, sewer, and surface water rates and fees.

Section 4. The City Clerk is directed to keep on file a certified copy of the Budget hereby adopted by reference and to transmit a certified copy of said document to the Office of the Auditor of the State of Washington, Division of Municipal Corporations, and to the Association of Washington Cities.

Section 5. In accordance with MMC 2.50.030, the 2009 budget hereby reflect that City employees shall be paid in accordance with the established pay classification and grades or ranges attached hereto and contained in Appendix A of the budget document.

Section 6. This Ordinance shall take effect and be in force January 1, 2009

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of November, 2008.

CITY OF MARYSVILLE

By \_\_\_\_\_  
MAYOR

ATTEST

By \_\_\_\_\_  
CITY CLERK

Approved as to form:

By \_\_\_\_\_  
CITY ATTORNEY

# APPENDIX A

## Pay Classification with Grades/Ranges

*Job Classification - Directors*

2009

<u>Pay Code</u>	<u>Classifications</u>	<u>Pay Range</u>
<u>CAI</u>	Chief Administrative Officer	Separate Contract
PC/PWD	Police Chief & Public Works Director	\$110,082 to \$148,101
FD/CD	Finance Director & Community Development Director	\$104,303 to \$142,624
PRD	Park & Recreation Director	\$101,406 to \$137,122

*Salary adjustments for Directors shall be determined by the Mayor and Chief Administrative Officer and shall range from 0% to 6% based on ability to meet projected goals/performance standards and overall department operations. Approval of such salary adjustments shall also be subject to available funding and incorporation of such funding in the budget by the City Council*

**CITY OF MARYSVILLE  
MANAGEMENT PAY GRID  
2009**

PAY CODE	TITLE	Step 0	Step 1	Step 2	Step 3	Step 4	Step 5
M1	Business Office Supervisor	4,552	4,802	5,066	5,345	5,640	5,949
M2	Senior Center Manager, Business Office Manager (Police)	4,779	5,042	5,319	5,612	5,921	6,246
M3	None	5,019	5,294	5,585	5,893	6,216	6,559
M4	Street Maint. Supervisor, Const. Inspection Supervisor	5,269	5,559	5,864	6,187	6,528	6,887
M5	Program Engineer – Surfacewater Supervisor, City Clerk, Golf Course Superintendent, Park Maint Manager	5,532	5,837	6,157	6,497	6,854	7,230
M6	Project Manager I, WWTP Manager, Parks & Recreation Services Manager	5,810	6,129	6,466	6,822	7,197	7,593
M7	Project Manager II, Fleet/Facility Maintenance Manager, Building Official, Traffic Engineer	6,101	6,435	6,789	7,162	7,557	7,973
M8	Assistant City Engineer, IS Manager, PW Operations Manager, Court Administrator, Financial Operations Manager, Financial Planning Manager, Planning Manager - Land Use	6,405	6,758	7,128	7,521	7,934	8,371
M9	Engineering Services Manager - Land Development, Police Admin Division Mgr	6,725	7,095	7,485	7,896	8,332	8,789
M10	PW Superintendent, Assistant HR Director, Assistant Administrative Services Director,	7,061	7,450	7,859	8,291	8,748	9,228
M11	Police Lieutenant	7,414	7,821	8,252	8,707	9,184	9,690
M12	Asst. PW Director/City Engineer, Police Commander	7,785	8,213	8,665	9,141	9,643	10,175

**CITY OF MARYSVILLE  
NON-REPRESENTED PAY GRID  
2009**

PAY CODE	TITLE	Step 0	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
N1	Assistant Golf Pro	3,228	3,389	3,560	3,738	3,924	4,120	4,327
N2	Confidential Administrative Assistant	3,389	3,560	3,738	3,924	4,120	4,327	4,542
N3	Computer Support Tech I	3,560	3,738	3,924	4,120	4,327	4,542	4,770
N4		3,738	3,924	4,120	4,327	4,542	4,770	5,007
N5	Procurement/Distribution Spec., Deputy City Clerk	3,924	4,120	4,327	4,542	4,770	5,007	5,258
N6	HR Specialist I, Engineering Aid, Engineering Project Aid, Surface Water Tech., Probation Officer, GIS/CAD Tech, Computer Support Tech II, Police/Legal Confidential Administrative Assistant	4,120	4,327	4,542	4,770	5,007	5,258	5,522
N7	Engineering Tech, Associate Planner, Development Services Tech., Code Enforcement Officer, Bldg Inspector, Construction Inspector, HR Specialist II, Executive Assistant	4,327	4,542	4,770	5,007	5,258	5,522	5,797
N8	Athletic Coordinator, Recreation Coordinator, Accountant, Electrical Inspector	4,542	4,770	5,007	5,258	5,522	5,797	6,088
N9	Associate Engineer II, Community Information Officer, Financial Analyst, HR Analyst, Computer Network Administrator, GIS Analyst, Plan Exam/Senior Bldg Inspector, Crime Analyst	4,770	5,007	5,258	5,522	5,797	6,088	6,391
N10	Asst. City Attorney, Assoc Engineer III/CD, GIS Administrator, Risk Management Officer, SCADA/Telemetry Administrator	5,007	5,258	5,522	5,797	6,088	6,391	6,712
N11	Senior Development Review Engineer, Senior Planner, Prosecutor	5,258	5,522	5,797	6,088	6,391	6,712	7,047

**CITY OF MARYSVILLE**  
**TEAMSTERS PAY GRID**  
 January 1, 2009

Job Classification	PAY CODE	Step 0	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
*steps as reflected in Munis Financial System								
Receptionist*	1	2,785	2,899	3,019	3,143	3,271	3,404	3,536
Accounting Assistant	2-1	2,945	3,066	3,192	3,322	3,461	3,602	3,741
Program Clerk	2	2,959	3,081	3,207	3,337	3,477	3,618	3,759
Procurement & Distribution Asst	3	3,159	3,288	3,426	3,566	3,712	3,863	4,014
Program Assistant	3	3,159	3,288	3,426	3,566	3,712	3,863	4,014
Meter Reader	4	3,210	3,341	3,477	3,620	3,768	3,922	4,074
Program Specialist	5	3,362	3,501	3,645	3,794	3,950	4,111	4,269
Accounting Technician	6	3,386	3,527	3,671	3,821	3,981	4,142	4,301
Maintenance Worker I	6-1	3,371	3,510	3,654	3,804	3,962	4,123	4,281
Property/Evidence Specialist	7	3,505	3,648	3,798	3,952	4,114	4,284	4,450
Meter Reader/Repair	8	3,530	3,674	3,826	3,985	4,146	4,317	4,484
Administrative Secretary	9	3,510	3,655	3,804	3,961	4,122	4,292	4,458
Senior Accounting Technician	10	3,636	3,785	3,941	4,100	4,267	4,445	4,617
Program Lead	11	3,686	3,839	3,994	4,158	4,328	4,506	4,679
Water Quality Assistant	12	3,766	3,921	4,080	4,246	4,423	4,602	4,782
Solid Waste Collector	13-1	3,616	3,762	3,921	4,080	4,246	4,419	4,593
Traffic Control Systems Tech	14	4,079	4,247	4,422	4,602	4,790	4,988	5,182
Facilities Maintenance Worker II*	16-1	3,925	4,085	4,250	4,428	4,607	4,797	4,983
Maintenance Worker II*	16-1	3,925	4,085	4,250	4,428	4,607	4,797	4,983
WWTP Maint Technician I	17	3,980	4,146	4,313	4,490	4,675	4,866	5,054
Wtr Qual/Cross Connect Cntrl Spec	18	4,135	4,304	4,481	4,664	4,855	5,056	5,251
Lead Worker I	20	4,194	4,369	4,547	4,732	4,928	5,129	5,329
Equipment Mechanic	21	4,176	4,344	4,521	4,708	4,901	5,100	5,298
WWTP Operator	22	4,348	4,527	4,712	4,906	5,107	5,316	5,522
WWTP Maint Technician II	23	4,368	4,547	4,732	4,927	5,129	5,338	5,546
Lead Worker II	24	4,538	4,725	4,918	5,120	5,330	5,549	5,766
WWTP Lead	25	4,694	4,886	5,086	5,293	5,510	5,737	5,960
Sr Traffic Control Systems Tech	26	4,790	4,988	5,191	5,404	5,626	5,858	6,083

**MPOA - CUSTODY & COMMUNITY SERVICE OFFICERS***January 2008*

<b>Classification</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Community Service Officer	3,607	3,754	3,908	4,068	4,235	4,409	4,580
Custody Sergeants	4,140	4,318	4,469	4,626	4,807	5,009	5,158
Custody Officer	3,697	3,855	3,990	4,130	4,292	4,472	4,605

**MPOA - POLICE OFFICERS & SERGEANTS***January 2008*

<b>Classification</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Police Officers	4,536	4,709	4,878	5,144	5,440	5,656
Police Sergeants	5,316	5,527	5,724	6,036	6,395	6,647
Entry Level Police Officer	4,082					

*Note as of the date of this ordinance MPOA negotiations were not completed.*

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: November 24, 2008

AGENDA ITEM: Project Acceptance: Cedar Crest Vista Pump Replacement	AGENDA SECTION: New Business
PREPARED BY: Ryan Morrison, Engineering Aide	AGENDA NUMBER:
ATTACHMENTS: • None	APPROVED BY: <i>sl</i>
	MAYOR                      CAO
BUDGET CODE: 40142480.548000                      M0744	AMOUNT: N/A

The Cedar Crest Vista Pump Replacement project was awarded to Gary Harper Construction on December 10, 2007 for the bid amount of \$59,664.15 including Washington State Sales Tax (WSST.) The final contract amount was \$63,438.17 including WSST.

The work performed under this Contract, including final “punch-list” items, was inspected by the City and is certified to be physically complete on June 9, 2008 in accordance with the approved plans and specifications. Staff recommends Council’s acceptance of the project for closeout.

RECOMMENDED ACTION:

**Public Works Staff recommends City Council acceptance of the Cedar Crest Vista Pump Replacement project, marking initiation of the 45-day lien filing period for project closeout.**

COUNCIL ACTION:

**CITY OF MARYSVILLE  
EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE:** November 24, 2008

<b>AGENDA ITEM:</b> Interlocal Agreement for Furnishing Equipment Maintenance/Repair Service	<b>AGENDA SECTION:</b>	
<b>PREPARED BY:</b> Mike Shepard , Fleet & Facilities Manager	<b>AGENDA NUMBER:</b>	
<b>ATTACHMENTS:</b> Interlocal Agreement for Furnishing Equipment Maintenance/Repair Service	<b>APPROVED BY:</b> 	
	MAYOR	CAO
<b>BUDGET CODE:</b> 50100065	<b>AMOUNT</b> \$7,200 Estimate	

Attached is an Interlocal Agreement for Furnishing Equipment Maintenance/Repair Service with Snohomish County. Snohomish County provides two-way radio setup and programming services for the City of Marysville.

Snohomish County is pleased to inform the City of Marysville that they have decreased their labor rate from \$84.70 to \$75.96 and their parts mark-up has increased by only 2%.

The City of Marysville Fleet Services Division does not have a radio shop with employed radio/radar technicians. In order for these services to be performed we must utilize the complete and skilled services of the County.

<b>RECOMMENDED ACTION:</b> Staff recommends that Marysville City Council authorize the Mayor to sign the Interlocal Agreement for Furnishing Equipment Maintenance/Repair Services for the period of January 22, 2009 through December 31, 2009.
<b>COUNCIL ACTION:</b>

# EXHIBIT B

## City of Marysville Fleet Equipment List

Equipment #	Year/Make/Model
103	2000 JEEP CHEROKEE
212	2001 DODGE RAM 2500
218	2002 FREIGHTLINER DUMP TRUCK
220	2000 DODGE 3/4 TON PU
227	2000 FORD F550 FLATBED DU
236	1988 FORD DUMP TRUCK
237	2002 FORD RANGER
244	1992 FORD Vactor
249	1996 FORD F350
251	1997 FORD P/U
252	1998 FORD DUMP TRUCK
256	1999 TYMCO Sweeper
438	1995 FORD TAURUS
502	2001 DODGE Utility Body
508	2001 GMC SONOMA
525	2001 GMC SONOMA
526	2000 FREIGHTLINER DUMP TRUCK
530	2002 CHEV P/U
531	2002 FORD F250
537	2001 GMC SONOMA
538	2000 GMC SONOMA
544	1990 FORD F800
546	1993 FORD F350
556	1996 CHEV VAN
561	1999 DODGE Utility Body
617	1986 FORD Garbage truck
651	1997 Crane Carrier Garbage truck
652	2000 Crane Carrier Garbage truck
652	2000 Crane Carrier Garbage truck
910	2002 CHEV Astro
920	2001 CHEV MALIBU
921	2001 CHEV MALIBU
922	2001 CHEV MALIBU
925	2002 CHEV Blazer
950	1997 JEEP CHEROKEE
951	1997 FORD CROWN VICTORIA
955	2000 FORD CROWN VICTORIA
957	1993 FORD 12 PASSENGER VAN

# EXHIBIT B

## City of Marysville Fleet Equipment List

Equipment #	Year/Make/Model
958	1998 FORD CROWN VICTORIA
964	2002 FORD EXPEDITION
965	1999 JEEP CHEROKEE
966	1999 JEEP CHEROKEE
967	1999 JEEP CHEROKEE
968	2001 FORD CROWN VICTORIA
A002	2004 DODGE Stratus
A003	2003 CHEV IMPALA
A004	2005 DODGE Stratus
H002	2004 ELGIN Sweeper
H003	2005 FREIGHTLINER Vactor
H008	2008 INTERNATIONAL VACTOR
H009	2008 JOHN DEERE
J001	2003 Peterbilt 320 S/Waste Tk
J002	2003 CHEV C3500
J003	2003 WORKHORSE Step Van
J005	2004 FORD F450 BUCKET TRK
J006	2005 Peterbilt 320 S/Waste Tk
J007	2005 Peterbilt 320 S/Waste Tk
J008	2005 FORD F350
J009	2005 FORD F350
J010	2006 FORD F450 FLATBED
J011	2005 Crane Carrier Garbage truck
J012	2006 FORD F350
J013	2007 FORD F450
J014	2006 FORD F350
J015	2007 FORD F450 FLATBED
J016	2006 International 7400 4X2
J017	1994 FORD F700 ARMORED
J018	2008 International 7600-10 YD DUMP
P101	2003 FORD CROWN VICTORIA
P102	2003 FORD CROWN VICTORIA
P103	2003 FORD CROWN VICTORIA
P105	2003 FORD CROWN VICTORIA
P106	2003 FORD CROWN VICTORIA
P107	2003 FORD CROWN VIC K-9
P108	2004 FORD CROWN VICTORIA
P109	2004 FORD CROWN VICTORIA

# EXHIBIT B

## City of Marysville Fleet Equipment List

Equipment #	Year/Make/Model
P110	2004 FORD CROWN VICTORIA
P111	2004 FORD CROWN VICTORIA
P112	2004 FORD CROWN VICTORIA
P113	2004 FORD CROWN VICTORIA
P114	2005 FORD CROWN VICTORIA
P115	2005 FORD CROWN VICTORIA
P116	2005 FORD CROWN VICTORIA
P117	2005 FORD CROWN VICTORIA
P119	2006 FORD CROWN VIC K-9
P120	2006 FORD CROWN VICTORIA
P121	2006 FORD CROWN VICTORIA
P122	2006 FORD CROWN VICTORIA
P123	2007 FORD CROWN VICTORIA
P124	2007 FORD CROWN VICTORIA
P125	2007 FORD CROWN VICTORIA
P126	2007 FORD CROWN VICTORIA
P128	2008 FORD CROWN VICTORIA
P129	2008 FORD CROWN VICTORIA
P130	2008 FORD CROWN VICTORIA
P131	2008 FORD CROWN VICTORIA
P132	2008 FORD CROWN VICTORIA
P133	2008 FORD CROWN VICTORIA
P134	2009 FORD CROWN VICTORIA
V001	2002 GMC SONOMA
V002	2003 JEEP WRANGLER
V003	2003 JEEP WRANGLER
V006	2003 CHEV Trailblazer
V007	2005 FORD RANGER
V008	2005 FORD RANGER
V009	2005 CHEV P/U
V012	2007 CHEV COLORADO
V013	2007 FORD F150
V014	2007 FORD RANGER
V016	2007 FORD RANGER
V018	2008 CHEV COLORADO
W011	2009 Harley Davidson Motor
W012	2009 Harley Davidson Motor
W013	2009 Harley Davidson Motor
W014	2009 Harley Davidson Motor

After Recording Return to:

Snohomish County  
Department of Public Works  
Fleet Management Division  
3402 McDougall Avenue  
Everett, WA 98201

**INTERLOCAL AGREEMENT FOR  
FURNISHING EQUIPMENT MAINTENANCE/REPAIR SERVICE**

**THIS AGREEMENT** is entered into by and between SNOHOMISH COUNTY, a political subdivision of the State of Washington (hereinafter referred to as the “County”), and the City of Marysville, a municipal corporation of the State of Washington (hereinafter referred to as “City”). In consideration of the mutual promises contained in this Agreement and the mutual benefits to result therefrom, the parties agree as follows:

1. Purpose and Scope of Services. The purpose of this Agreement is to make available to the City equipment maintenance/repair service performed by the County, or under contracts entered into by the County, pursuant to the authority contained in RCW 39.34.080 and chapter 36.33A RCW. The County shall provide mechanical maintenance/repair service for vehicles/construction equipment owned by the City as listed in Exhibit “B”, which is attached hereto and incorporated herein by this reference. Additional City equipment may be repaired by the County as agreed in writing by the Administrators of this Agreement identified below.
  
2. Scheduling Work. Whenever the City desires to use the County services to undertake routine maintenance or repair of City vehicles, the City shall notify the County’s Everett Shop Supervisor or Communication Repair Technician for scheduling the work. To the extent the City’s vehicles are in need of scheduled maintenance or unscheduled repair, such maintenance and/or repair will be provided on an “as needed” basis at the County’s Shop Supervisor’s discretion with emergent repairs being undertaken as soon as reasonably possible.

**INTERLOCAL AGREEMENT FOR FURNISHING  
EQUIPMENT MAINTENANCE/REPAIR SERVICE  
WITH CITY OF MARYSVILLE (2009)**

3. Transportation. The City shall provide for transportation of vehicles/construction equipment to and from the County service location. In situations where the vehicle/equipment is inoperative, the County's Shop Supervisor will determine whether the vehicle/equipment shall be towed to the County location or repaired at the City's location.
4. Maximum Cost For Repairs--Extent of Work. The cost for each repair work order shall not exceed One Thousand and no/100 Dollars (\$1,000.00) without consultation by the County with the City. The City's Fleet and Facilities Manager, named below, will advise the County whether or not to proceed with specified repairs identified for particular vehicle/equipment when charges exceed the above amount.
5. Standard Specifications and Preventive Maintenance Schedule. Whenever the County has standard specifications in place for supplies or services requested by the City, the County shall use such specification in replacing parts and/or performing services requested. The County's Preventive Maintenance schedule shall be used for City equipment.
6. Service Location. Services on City vehicles shall be performed at the County's Everett location unless specific circumstances warrant the use of other necessary locations.
7. Wage Requirements. The County shall conduct the service in compliance with Public Works wage requirements. Rates may vary in subsequent years based upon actual cost to the County, and as agreed in writing by the Administrators of this Agreement identified below.

7.1. Compensation. Compensation for services rendered during the period of this Agreement shall be as follows:

- a. County inventory parts shall be supplied at cost + 50%.
- b. County labor shall be provided at a cost of Seventy-Five and 96/100 Dollars (\$75.96) per hour; overtime labor shall be provided at 1.5 times the hourly rate.

**INTERLOCAL AGREEMENT FOR FURNISHING  
EQUIPMENT MAINTENANCE/REPAIR SERVICE  
WITH CITY OF MARYSVILLE (2009)**

c. Vendor repairs shall be provided at County cost plus labor for transporting to and from vendor at the above County labor rate, and direct purchase parts shall be supplied at cost + 10%.

7.2. Records. The County shall keep reasonably itemized and detailed records covering such costs, including all categories of items listed in this section, and shall render to the City at the close of each calendar month an itemized statement covering all categories of items.

7.3. Payment. The City shall pay the County for services rendered within thirty (30) days after receipt of the statement.

8. Term/Termination/Extension. The initial term of this Agreement is from January 22, 2009, through December 31, 2009. The Agreement shall take effect upon execution by the parties and recording with the Snohomish County Auditor in accordance with Chapter 39.34 RCW. It may be terminated by either party upon thirty (30) days' prior written notice. The Agreement is contingent upon governmental funding and local legislative appropriations. In the event that funding from any source is withdrawn, reduced, limited, or not appropriated after the effective date of this Agreement and prior to normal completion, this Agreement may be terminated by the County immediately upon notice to the City. The parties may extend this Agreement for up to four (4) additional terms of one (1) year upon the mutual written agreement of the parties on a document substantially in the form attached hereto as Exhibit "A" which, by this reference, is incorporated herein.

9. Indemnification. The City shall hold harmless, indemnify, and defend, at its own expense, the County, its elected and appointed officials, officers, employees, and agents from any loss or claim for damages of any nature whatsoever arising out of the City's performance of this Agreement, including claims by the City's employees, or third parties, except for those losses or claims for damages solely caused by the negligence or willful misconduct of the County, its elected and appointed officials, officers, employees, or agents. It is further specifically and expressly understood that the indemnification provided herein constitutes the City's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this Section shall survive the expiration or termination of this Agreement.

10. Insurance. The City is a member of a self-insured pool of municipal corporations that has at least \$1 million per occurrence combined single limit of liability

**INTERLOCAL AGREEMENT FOR FURNISHING  
EQUIPMENT MAINTENANCE/REPAIR SERVICE  
WITH CITY OF MARYSVILLE (2009)**

coverage in its self-insured layer that may be applicable in the event an incident occurs that is deemed to be attributed to the negligence of the member.

The County is self-insured with a retention level of \$1 million. Above that level, the County has excess liability coverage. The County agrees to be responsible for garage keepers' liability, arising out of the County's sole negligence, while City vehicles are in the County's care, custody, and control.

11. Warranty. The County will repair or replace without additional charge any defective workmanship or parts provided to City vehicles under general daily usage by City employees for up to ninety (90) days after the date the work order is closed.
12. Notices. All notices required to be given by any party to the other under this Agreement shall be in writing and shall be given in person or by mail to the addresses set forth below. Notice by mail shall be deemed given as of the date the same is deposited in the United States mail, postage prepaid, and addressed as provided in this paragraph.

CITY:  
City of Marysville  
Attn: City Fleet & Facilities Manager  
80 Columbia Avenue  
Marysville, WA 98270

COUNTY:  
Snohomish County  
Department of Public Works  
Fleet Management Division  
3402 McDougall Ave.  
Everett, WA 98201

13. Administrators. Administrators of this Agreement shall be (i) Snohomish County Public Works Department, Fleet Manager; and (ii) City of Marysville, Fleet & Facilities Manager.
14. Jurisdiction. This Agreement has been made and shall be construed according to the laws of the State of Washington. In the event that either party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the parties agree that such actions shall be initiated in the Superior Court of the State of Washington in and for Snohomish County. The prevailing party in any litigation shall be entitled to recover its costs, including reasonable attorney's fees, in addition to any other award.
15. Independent Contractor. The parties agree and understand that the County is acting hereunder as an independent contractor and no separate legal or administrative entity is created hereby. The County shall be solely responsible for

**INTERLOCAL AGREEMENT FOR FURNISHING  
EQUIPMENT MAINTENANCE/REPAIR SERVICE  
WITH CITY OF MARYSVILLE (2009)**

control, supervision, direction and discipline of its personnel, who shall be the employees and agents of the County and not the City. The County shall be solely liable to its personnel for salaries, wages, compensation and taxes arising out of the performance of this Agreement. The County's standards of performance and County personnel policies shall govern the performance of all persons performing work or services under this Agreement.

- 16. Severability. If any provision of the Agreement or its application to any person or circumstance is held to be invalid, such decision shall not affect the validity of the remaining portions of this Agreement or its application to other persons or circumstances.
- 17. Amendment. This Agreement may only be modified or amended in writing, signed by both parties hereto.
- 18. Entire Agreement. This Agreement represents the entire agreement between the County and the City, superseding all prior negotiations, representations or agreements, written or oral.

**IN WITNESS WHEREOF**, the parties to this Agreement have caused their names to be affixed by their official representatives this \_\_\_\_ day of \_\_\_\_\_, 2008.

SNOHOMISH COUNTY

CITY OF MARYSVILLE

By: \_\_\_\_\_  
County Executive or Designee  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Dennis L. Kendal, Mayor  
Date: \_\_\_\_\_

APPROVED AS TO FORM ONLY:

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Thomas P. Rowan  
Deputy Prosecuting Attorney  
Date: 10/24/08

\_\_\_\_\_  
Grant K. Weed  
City Attorney  
Date: \_\_\_\_\_

**INTERLOCAL AGREEMENT FOR FURNISHING  
EQUIPMENT MAINTENANCE/REPAIR SERVICE  
WITH CITY OF MARYSVILLE (2009)**

**EXHIBIT A**

After Recording Return to:

Snohomish County  
Department of Public Works  
Fleet Management Division  
3402 McDougall Avenue  
Everett, WA 98201

**AMENDMENT NO. \_\_\_\_  
TO INTERLOCAL AGREEMENT FOR  
FURNISHING EQUIPMENT MAINTENANCE/REPAIR SERVICE**

Agency: City of Marysville

=====

THIS AMENDMENT to that certain Interlocal Agreement For Furnishing Equipment Maintenance/Repair Service entered into on \_\_\_\_\_ (“Agreement”), is made by and between Snohomish County, a political subdivision of the State of Washington, and the City of Marysville, a municipal corporation of the State of Washington. For and in consideration of the mutual benefits herein, the terms and conditions of the Agreement are hereby modified as follows:

1. COMPENSATION. Section 7.1, Compensation, is deleted and replaced with the following:

7.1. Compensation. Compensation for services rendered during the \_\_\_\_\_ contract period shall be as follows:

- a. County inventory parts shall be supplied at cost + \_\_\_\_\_%.
- b. County labor shall be supplied at a cost of \$\_\_\_\_\_ per hour; overtime labor shall be provided at 1.5 times the hourly rate.
- c. Vendor repairs shall be provided at County cost plus labor for transporting to and from vendor at the above County labor rate, and direct parts shall be supplied at cost + \_\_\_\_\_%.

**AMENDMENT NO. \_\_\_\_ TO  
INTERLOCAL AGREEMENT FOR FURNISHING  
EQUIPMENT MAINTENANCE/REPAIR SERVICE  
WITH CITY OF MARYSVILLE (\_\_\_\_)**

2. TERM. The term of this Agreement, set out in section 8 of the Agreement, shall be extended one (1) year through \_\_\_\_\_.
3. EXHIBIT B. Exhibit B is amended to add or delete services as follows: Current list of applicable City equipment is attached hereto and incorporated within.

EXCEPT AS EXPRESSLY PROVIDED BY THIS AMENDMENT, ALL OTHER TERMS AND CONDITIONS OF THE AGREEMENT SHALL REMAIN IN FULL FORCE AND EFFECT.

SNOHOMISH COUNTY

CITY OF MARYSVILLE

By: \_\_\_\_\_  
 County Executive or Designee  
 Date: \_\_\_\_\_

By: \_\_\_\_\_  
 Name/Title: \_\_\_\_\_, Mayor  
 Date: \_\_\_\_\_

APPROVED AS TO FORM:

APPROVED AS TO FORM:

\_\_\_\_\_  
 Deputy Prosecuting Attorney  
 Date: \_\_\_\_\_

\_\_\_\_\_  
 Name: \_\_\_\_\_, City Attorney  
 Date: \_\_\_\_\_

**AMENDMENT NO. \_\_\_\_ TO  
 INTERLOCAL AGREEMENT FOR FURNISHING  
 EQUIPMENT MAINTENANCE/REPAIR SERVICE  
 WITH CITY OF MARYSVILLE (\_\_\_\_)**

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: November 24, 2008

AGENDA ITEM: Amendment to Professional Services Agreement with Makers, Inc. for the Civic Center Site Analysis	AGENDA SECTION: New Business	
PREPARED BY: Gloria Hirashima, Community Development Director	AGENDA NUMBER:	
ATTACHMENTS 1. Amendment 1 to Professional Services Agreement 2. Existing Professional Services Agreement	APPROVED BY: 	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

The City Council formerly approved an agreement with Maker's Inc. to conduct a site selection and analysis process for the civic center. Following coordination meetings with the Public-Private Development Solutions (PPDS) team and City staff, additional work was identified to complete the project. Makers will identify and analyze additional sites and conduct more detailed analysis. The attached professional services agreement (PSA) identifies a revised scope of work and budget to complete the analysis. The amended PSA will replace the existing PSA approved in July 2008.

RECOMMENDED ACTION: Approve amended Professional Services Agreement and authorize Mayor to sign said agreement.
---

COUNCIL ACTION:
-----------------

**AMENDMENT NO. \_\_\_\_**  
**TO**  
**PROFESSIONAL SERVICES AGREEMENT**  
**FOR**  
**CITY OF MARYSVILLE**

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This Amendment No. 1 is made and entered into on the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, between the City of Marysville, hereinafter called the "City" and Makers, Inc., a Washington corporation, hereinafter called the "Consultant."

WITNESSETH THAT:

WHEREAS, the parties hereto have previously entered into an Agreement for a Downtown Plan-Civic Center Selection Study, hereinafter called the "Project," said Agreement being dated July 28, 2008; and

WHEREAS, both parties desire to amend said Agreement, by replacing the Scope of Services to provide for extra work including coordination on work product with Public-Private Development Solutions (PPDS) who are also under contract with the City for work on the Civic Center siting, to amend the total amount payable for this Agreement, and to amend the date of completion to March 31, 2009.

NOW THEREFORE, in consideration of the terms, conditions, covenants and performance contained herein or attached and incorporated, and made a part hereof, the parties hereto agree as follows:

Each and every provision of the Original Agreement for Professional Services dated July 28, 2008, shall remain in full force and effect, except as modified in the following sections:

1. Article II of the Original Agreement, "SCOPE OF SERVICES", Exhibit A, shall be replaced with the Scope of Services as described in Exhibit A1, attached hereto and by this reference made part of this Amendment No. 1.

PROFESSIONAL SERVICES AGREEMENT - 1  
Amendment

2. Article IV of the Original Agreement, "OBLIGATIONS OF THE CITY", Paragraph 4.1 Payments, the third sentence is amended to read as follows: "...shall total payment under this agreement exceed \$44,138."

The Total Amount payable to the Consultant is summarized as follows:

Original Agreement	\$ <u>20,300</u>
Amendment No.1 New Total	\$ <u>44,138</u>

3. Article III, Section 3.3 of the Original Agreement, "TIME OF PERFORMANCE", is amended to provide that all work shall be completed by March 31, 2009.

IN WITNESS WHEREOF, the parties hereto have executed this AMENDMENT NO. 1 as of the day and year first above written.

CITY OF MARYSVILLE

\_\_\_\_\_

By: \_\_\_\_\_  
Mayor

By: \_\_\_\_\_  
Its \_\_\_\_\_

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Marysville City Attorney

# MARYSVILLE CITY HALL SITE SELECTION STUDY

## Scope of Work and Budget

### *Exhibit A1*

#### **Scope of Work**

1. Meet with the City and Public-Private Development Solutions (PPDS) to discuss the **four** project sites and program. Identify key parameters and establish schedule. City will provide generalized space program sufficient for site planning purposes.
2. Review sites from a preliminary engineering standpoint. Visit Sites. Based on site visits and available information (soils, previous studies, City provided information, etc.) prepare a technical memo identifying engineering issues, including implications for foundation construction, floodway restrictions, provision of utilities, and storm water management for each site.
3. Prepare sketch site plans for each site. (This may involve looking at alternate site plans.) Review the sketches with City staff. and PPDS. Present to Council for review.
4. Refine site plan sketches based on staff and Council input. Compare the sites with respect to the following criteria:
  - Access and circulation implications.
  - Design considerations.
  - Ability to collocate other uses.

*Product: Refined and colored alternate site plans in presentation format.*

5. Work with PPDS to assist them in a fiscal analysis and development strategy for each alternative
6. Present the site plans to City Council at a work session (late October). Coordinate presentation with PDS. Take comments.
7. Based on Council and staff direction, revise the preferred site plan and prepare brief report documenting the site selection process.

*Product: Concise report summarizing the findings for the criteria noted above. Preferred conceptual site plan for presentation and public information.*

8. Prepare a discussion of the City Hall siting for the Downtown Master Plan EIS.
9. Review the products with staff and revise the documents.

10. Prepare for and make a presentation to City Council.

11. Prepare design criteria for the development RFP.

**MARYSVILLE CITY HALL SITE SELECTION STUDY**

**Proposed Budget**

*October 16, 2008*

	HOURS			AMOUNT
	John O., Julie B., & Eric A. @ \$140	Dara O. & Sean M. @ \$85	SvR/SSF @ \$1	
1. Meet with the City	20			\$2,800
2. Prepare site engineering memo			per est.	8,368
3. Prepare sketch plans and review	40	30		8,150
4. Refine the plans	30	30		6,750
5. Assist PPDS in development strategy	16			2,240
6. Present the alternative plans to City Council	6			840
7. Revise preferred site plan and prepare a brief report	32	16		5,840
8. Add the City Hall study to the EIS	16	8		2,920
9. Review the study products with staff	6			840
10. Present the analysis to City Council	6	4		1,180
11. Prepare design criteria for RFP	24	10		4,210
<b>Project Total</b>	<b>196</b>	<b>98</b>		<b>\$44,138</b>

**PROFESSIONAL SERVICES AGREEMENT BETWEEN  
CITY OF MARYSVILLE  
AND MAKERS, INC.  
FOR CONSULTING SERVICES**

THIS AGREEMENT, made and entered into in Snohomish County, Washington, by and between CITY OF MARYSVILLE, hereinafter called the "City," and Makers, Inc., a Washington corporation, hereinafter called the "Consultant."

WHEREAS, the Consultant has represented, and by entering into this Agreement now represents, that the firm and all employees assigned to work on any City project are in full compliance with the statutes of the State of Washington governing activities to be performed and that all personnel to be assigned to the work required under this agreement are fully qualified and properly licensed to perform the work to which they will be assigned.

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances contained hereinbelow, the parties hereto agree as follows:

**ARTICLE I. PURPOSE**

The purpose of this agreement is to provide the City with consulting services to complete a Downtown Plan - Civic Center Selection Study as described in Article II. The general terms and conditions of relationships between the City and the Consultant are specified in this agreement.

**ARTICLE II. SCOPE OF WORK**

The scope of work is set out in the attached Estimate of Professional Services for the Downtown Plan - Civic Center Selection Study, hereinafter referred to as the "scope of services," **Exhibit A**. All services and materials necessary to accomplish the tasks outlined in **Exhibit A** shall be provided by

the Consultant unless noted otherwise in the scope of services or this agreement.

### ARTICLE III. OBLIGATIONS OF THE CONSULTANT

III.1 **MINOR CHANGES IN SCOPE.** The Consultant shall accept minor changes, amendments, or revision in the detail of the work as may be required by the City when such changes will not have any impact on the service costs or proposed delivery schedule. Extra work, if any, involving substantial changes and/or changes in cost or schedules will be addressed as follows:

**Extra Work.** The City may desire to have the Consultant perform work or render services in connection with each project in addition to or other than work provided for by the expressed intent of the scope of work in the scope of services. Such work will be considered as extra work and will be specified in a written supplement to the scope of services, to be signed by both parties, which will set forth the nature and the scope thereof. All proposals for extra work or services shall be prepared by the Consultant at no cost to the City. Work under a supplemental agreement shall not proceed until executed in writing by the parties.

III.2 **WORK PRODUCT AND DOCUMENTS.** The work product and all documents listed in the scope of services shall be furnished by the Consultant to the City, and upon completion of the work shall become the property of the City, except that the Consultant may retain one copy of the work product and documents for its records. The Consultant will be responsible for the accuracy of the work, even though the work has been accepted by the City.

In the event that the Consultant shall default on this agreement or in the event that this contract shall be terminated prior to its completion as herein provided, all work product of the Consultant, along with a summary of work done to date of default or termination, shall become the property of the City. Upon request, the Consultant shall tender the work product and summary to the City. Tender of said work product shall be a prerequisite to final payment under this contract. The summary of work done shall be prepared at no additional cost to the City.

Consultant will not be held liable for reuse of these documents or modifications thereof for any purpose other than those authorized under this Agreement without the written authorization of Consultant.

III.3 **TIME OF PERFORMANCE.** The Consultant shall be authorized to begin work under the terms of this agreement upon signing of both the scope of services and this agreement and shall complete the work by December 31, 2008, unless a mutual written agreement is signed to change the schedule. An extension of the time for completion may be given by the City due to

conditions not expected or anticipated at the time of execution of this agreement.

III.4 **NONASSIGNABLE.** The services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

III.5 **EMPLOYMENT.** Any and all employees of the Consultant, while engaged in the performance of any work or services required by the Consultant under this agreement, shall be considered employees of the Consultant only and not of the City, and any and all claims that may or might arise under the Workman's Compensation Act on behalf of any said employees while so engaged, and any and all claims made by any third party as a consequence of any negligent act or omission on the part of the Consultant or its employees while so engaged in any of the work or services provided herein shall be the sole obligation of the Consultant.

III.6 **INDEMNITY.**

a. The Consultant will at all times indemnify and hold harmless and defend the City, its elected officials, officers, employees, agents and representatives, from and against any and all lawsuits, damages, costs, charges, expenses, judgments and liabilities, including attorney's fees (including attorney's fees in establishing indemnification), collectively referred to herein as "losses" resulting from, arising out of, or related to one or more claims arising out of negligent acts, errors, or omissions of the Consultant in performance of Consultant's professional services under this agreement. The term "claims" as used herein shall mean all claims, lawsuits, causes of action, and other legal actions and proceedings of whatsoever nature, involving bodily or personal injury or death of any person or damage to any property including, but not limited to, persons employed by the City, the Consultant or other person and all property owned or claimed by the City, the Consultant, or affiliate of the Consultant, or any other person.

b. Should a court of competent jurisdiction determine that this agreement is subject to RCW 4.24.0115, then, in the event of liability for damaging arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its members, officers, employees and agents, the Consultant's liability to the City, by way of indemnification, shall be only to the extent of the Consultant's negligence.

c. The provisions of this section shall survive the expiration or termination of this agreement.

III.7      **INSURANCE.**

a.    **Minimum Limits of Insurance.** The Consultant shall, before commencing work under this agreement, file with the City certificates of insurance coverage to be kept in force continuously during this agreement, and during all work performed pursuant to all short form agreements, in a form acceptable to the City. Said certificates shall name the City as an additional named insured with respect to all coverages except professional liability insurance. The minimum insurance requirements shall be as follows:

(1)    Comprehensive General Liability. \$1,000,000 combined single limit per occurrence for bodily injury personal injury and property damage; damage, \$2,000,000 general aggregate;

(2)    Automobile Liability. \$300,000 combined single limit per accident for bodily injury and property damage;

(3)    Workers' Compensation. Workers' compensation limits as required by the Workers' Compensation Act of Washington;

(4)    Consultant's Errors and Omissions Liability. \$1,000,000 per occurrence and as an annual aggregate.

b.    **Endorsement.** Each insurance policy shall be endorsed to state that coverage shall not be suspended, voided, canceled, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

c.    **Acceptability of Insurers.** Insurance to be provided by Consultant shall be with a Bests rating of no less than A:VII, or if not rated by Bests, with minimum surpluses the equivalent of Bests' VII rating.

d.    **Verification of Coverage.** In signing this agreement, the Consultant is acknowledging and representing that required insurance is active and current.

III.8      **DISCRIMINATION PROHIBITED AND COMPLIANCE WITH EQUAL OPPORTUNITY LEGISLATION.** The Consultant agrees to comply with equal opportunity employment and not to discriminate against client, employee, or applicant for employment or for services because of race, creed, color, religion, national origin, marital status, sex, age or handicap except for a bona fide occupational qualification with regard, but not limited to, the following: employment upgrading; demotion or transfer; recruitment or any

recruitment advertising; layoff or terminations; rates of pay or other forms of compensation; selection for training, rendition of services. The Consultant further agrees to maintain (as appropriate) notices, posted in conspicuous places, setting forth the provisions of this nondiscrimination clause. The Consultant understands and agrees that if it violates this nondiscrimination provision, this agreement may be terminated by the City, and further that the Consultant will be barred from performing any services for the City now or in the future, unless a showing is made satisfactory to the City that discriminatory practices have been terminated and that recurrence of such action is unlikely.

III.9 **UNFAIR EMPLOYMENT PRACTICES.** During the performance of this agreement, the Consultant agrees to comply with RCW 49.60.180, prohibiting unfair employment practices.

III.10 **AFFIRMATIVE ACTION:** Affirmative action shall be implemented by the Consultant to ensure that applicants for employment and all employees are treated without regard to race, creed, color, sex, age, marital status, national origin or the presence of any sensory, mental or physical handicap, unless based on a bona fide occupational qualification. The Consultant agrees to take affirmative action to ensure that all of its employees and agent adhere to this provision.

III.11 **LEGAL RELATIONS.** The Consultant shall comply with all federal, state and local laws and ordinances applicable to work to be done under this agreement. This contract shall be interpreted and construed in accordance with the laws of Washington. Venue for any action commenced relating to the interpretation, breach or enforcement of this agreement shall be in Snohomish County Superior Court.

III.12 **INDEPENDENT CONTRACTOR.** The Consultant's relation to the City shall at all times be as an independent contractor.

III.13 **CONFLICTS OF INTEREST.** While this is a non-exclusive agreement the Consultant agrees to and will notify the City of any potential conflicts of interest in Consultant's client base and will seek and obtain written permission from the City prior to providing services to third parties where a conflict of interest is apparent. If a conflict is irreconcilable, the City reserves the right to terminate this agreement.

III.14 **CITY CONFIDENCES.** The Consultant agrees to and will keep in strict confidence, and will not disclose, communicate or advertise to third parties without specific prior written consent from the City in each instance, the confidences of the City or any information regarding the City or services provided to the City.

ARTICLE IV. OBLIGATIONS OF THE CITY

IV.1 PAYMENTS. The Consultant shall be paid by the City for completed work for services rendered under this agreement and as detailed in the scope of services as provided hereinafter. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment and incidentals necessary to complete the work. Payment shall be on a time and expense basis, provided, however, in no event shall total payment under this agreement exceed \$ 20,230. In the event the City elects to expand the scope of services from that set forth in Exhibit A, the City shall pay Consultant an additional amount based on a time and expense basis, based upon Consultant's current schedule of hourly rates.

a. Invoices shall be submitted by the Consultant to the City for payment pursuant to the terms of the scope of services. The invoice will state the time expended, the hourly rate, a detailed description of the work performed, and the expenses incurred during the preceding month. Invoices must be submitted by the 20th day of the month to be paid by the 15th day of the next calendar month.

b. The City will pay timely submitted and approved invoices received before the 20th of each month within thirty (30) days of receipt.

IV.2 CITY APPROVAL. Notwithstanding the Consultant's status as an independent contractor, results of the work performed pursuant to this contract must meet the approval of the City, which shall not be unreasonably withheld if work has been completed in compliance with the scope of work and City requirements.

ARTICLE V. GENERAL

V.1 NOTICES. Notices to the City shall be sent to the following address:

CITY OF MARYSVILLE  
C/O Gloria Hirashima  
1049 State Avenue  
MARYSVILLE, WA 98270

Notices to the Consultant shall be sent to the following address:

Makers, Inc.  
1425 Fourth Ave.  
Suite 901  
Seattle, WA 98101  
Attn: John Owen

Receipt of any notice shall be deemed effective three (3) days after deposit of written notice in the U.S. mail with proper postage and address.

V.2 **TERMINATION.** The right is reserved by the City to terminate this agreement in whole or in part at any time upon ten (10) days' written notice to the Consultant.

If this agreement is terminated in its entirety by the City for its convenience, a final payment shall be made to the Consultant which, when added to any payments previously made, shall total the actual costs plus the same percentage of the fixed fee as the work completed at the time of termination applied to the total work required for the project.

V.3 **DISPUTES.** The parties agree that, following reasonable attempts at negotiation and compromise, any unresolved dispute arising under this contract may be resolved by a mutually agreed-upon alternative dispute resolution of arbitration or mediation.

V.4 **NONWAIVER.** Waiver by the City of any provision of this agreement or any time limitation provided for in this agreement shall not constitute a waiver of any other provision.

DATED this 20<sup>th</sup> day of July, 2008.

By   
MAYOR, CITY OF MARYSVILLE

By   
MAKERS, INC.  
6.27.08

Approved as to form:

  
GRANT K. WEED, City Attorney

# MARYSVILLE CITY HALL SITE SELECTION STUDY

## Scope of Work and Budget

### Scope of Work

1. Meet with the City to discuss project sites and program. Identify key parameters and establish schedule. City will provide generalized space program sufficient for site planning purposes.
2. Prepare sketch site plans for each site. (This may involve looking at alternate site plans.) Review the sketches with City staff.
3. Refine site plan sketches based on staff input. Begin comparative analysis.  
Product: Refined and colored alternate site plans in presentation format.
4. Present the site plans to City Council at a work session (early September). Take comments.
5. Based on Council and staff direction, revise the site plans and compare them according to the following criteria:
  - Relative cost (based on planning-level local development costs. The City will provide land price information.
  - Relative amount of favorable impact on downtown business and development.
  - Access and circulation implications.
  - Design considerations.
  - Implementation considerations.
  - Ability to collocate other uses.  
Product: Concise report summarizing the findings for the criteria noted above. Preferred conceptual site plan for presentation and public information.
6. Prepare a discussion of the City Hall siting for the Downtown Master Plan EIS.
7. Review the products with staff and revise the documents.
8. Prepare for and make a presentation to City Council.



## Budget

	HOURS		AMOUNT
	John O., Eric A., & Bob B. @ \$140	Dara O. & Sean M. @ \$85	
1. Meet with the City	4	2	\$730
2. Prepare sketch plans and review	20	20	4,500
3. Refine the plans	20	20	4,500
4. Present the preliminary plans to City Council	4		560
5. Revise the site plans and prepare a comparative analysis	24	16	5,560
6. Add the City Hall study to the EIS	16	8	2,920
7. Review the study products with staff	4		560
8. Present the analysis to City Council	4	4	900
<b>Project Total</b>	<b>96</b>	<b>70</b>	<b>\$20,230</b>

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: November 24, 2008**

AGENDA ITEM: Agreement with Secure Alert, INC.	AGENDA SECTION:
PREPARED BY: Ralph Krusey, Commander	AGENDA NUMBER:
ATTACHMENTS: Secure Alert Agreement with City of Marysville	APPROVED BY:
	MAYOR      CAO
BUDGET CODE: 001033960 541000	AMOUNT:

Secure Alert, Inc. provides monitoring devices for use in our Alternative to Sentencing Program. In the past this service has been provided by Washington State Sheriffs and Police Chiefs Association (WASPIC). WASPIC continues to provide this service however; they do not provide real time GPS monitoring. Secure Alert is the least expensive of the vendors for this type service. Additionally Secure Alert provides a wireless hook up which is not available through WASPIC.

The terms of the agreement are \$8.00 per day per unit in service and \$.50 per day insurance. The only fees are as used. The department currently charges participants \$15.00 per day for the use of the equipment. The agreement is for one year with a self renewing clause for an additional one year.

City Attorney, Grant Weed, has reviewed the language contained in the contract and has approved it as to form.

RECOMMENDED ACTION: Staff recommends that Council authorize the Mayor to sign the agreement with Secure Alert, Inc.
COUNCIL ACTION:

**LEASE AGREEMENT  
(Agency-Lessee)**

THIS LEASE AGREEMENT (hereinafter "Lease," "Agreement" or "Lease Agreement"), dated the 16<sup>th</sup> day of September, 2008, is made by and between SECURE ALERT, INC, a Utah corporation (hereinafter referred to as "Lessor"), and CITY OF MARYSVILLE, of Marysville, WA (hereinafter referred to as "Lessee").

- Lessee has an interest in electronically monitoring individuals who are either required to be or have agreed to be tracked by electronic monitoring equipment.
- Lessor desires to lease to Lessee certain equipment and accessories as described in the "EQUIPMENT DESCRIPTION" Table below (hereinafter "Equipment") and to provide the monitoring service (described below). Lessee desires to lease the aforementioned Equipment from Lessor and to obtain the monitoring service.
- Lessor agrees to designate 1 device/s as "overstock" and at no charge to Lessee until activated.
- Lessee and Lessor have agreed to the terms of this Lease Agreement.
- Lessee estimates that a total of \_\_\_\_\_ TrackerPAL devices will be utilized during the term of this Agreement.
- Lessee estimates actual start date for the program to be \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.
- In consideration of the covenants and promises contained herein and other good and valuable considerations, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

**I. PRIMARY TERMS**

EQUIPMENT DESCRIPTION (the "Equipment") (CHECK ALL THAT APPLY)	LESSEE'S RECURRING PAYMENT (FILL OUT ALL THAT APPLY)
<input checked="" type="checkbox"/> TrackerPAL  <input type="checkbox"/> Other equipment/accessories (describe here) _____ _____ _____ _____	Daily rental rate: \$ 8.00 Equipment Insurance Daily Rate \$ 0.50 Total Daily Rate \$ <u>8.50</u>  <b>LESSEE'S PAYMENT AT SIGNING OF THIS AGREEMENT</b>  Security Deposit: \$ 0.00 Advance Payments: \$ 0.00 Tax: \$ 0.00 Other: \$ 0.00  <b>TOTAL \$ <u>0.00</u></b>  <b>**If an invoice is attached to this Agreement which further describes the Equipment or Lessee's payments, it shall be incorporated and become a part of this section of Primary Terms.**</b>

**II. LESSEE PROVISIONS**

**1. TERM:** Lessee agrees to lease from Lessor and Lessor agrees to lease to Lessee the Equipment described in the Primary Terms above, which Lessee agrees shall be used consistent with the terms of this Lease and any rules, laws, regulations, or statutes binding upon Lessee. The term of this Lease Agreement is for one year commencing on the date first set forth above (hereafter the "Lease Term"). Upon completion of the Lease Term, this Agreement shall automatically renew for additional successive one (1) year terms, unless, thirty (30) days prior to the expiration of the then current Lease Term, either party hereto provides notice to the other party of such party's intent to terminate the Agreement at the conclusion of the then current Lease Term; provided, however, that notwithstanding the foregoing, continued possession of the Equipment past the end of any Lease Term by Lessee shall obligate Lessee to payment of additional monthly payments as set forth in the Primary Terms above (as the same may be amended from one Lease Term to the other), until such time as the Equipment is returned to Lessor. The daily rental rate set forth in the Primary Terms above is guaranteed for the initial Lease Term, but is subject to change for any renewal Lease Term, at Lessor's option, if Lessor provides notice of any such proposed change in daily rental rate to Lessee at least forty-five (45) days prior to the expiration of the Lease Term. Such increased daily rental rate shall become effective as of the renewal Lease Term unless Lessee provides the aforementioned notice of its intent to terminate the Agreement.

**2. RENT; SECURITY DEPOSIT; ADVANCE PAYMENTS; TAXES AND FEES:** During the Lease Term, Lessee agrees to pay monthly to Lessor, as rent for the Equipment and any accessories, if applicable, the daily rental rate set forth in the Primary Terms above times the number of days in each particular month. A billable day is the day the Equipment is activated or twenty one (21) days from receipt of the Equipment to the Lessee, which ever occurs first. Except for the initial rental payment which is due at the time of signing, monthly payments shall be due on the first day of each month during the Lease Term. No rent required hereunder shall be prorated except at Lessor's discretion. Any rent past due shall bear interest at the rate of ten percent (10%) per annum (or the maximum rate allowable by law,

whichever is lesser) until paid. Lessee agrees to deposit with Lessor the Security Deposit described in the Primary Terms above to insure against loss, damage, or theft of the Equipment while in Lessee's possession, as well as to secure Lessee's faithful performance of the terms of this Agreement. The Security Deposit, at the Lessor's sole option, may be applied to satisfy any default of Lessee without excusing Lessee from performance of any other or related obligation. Lessor agrees to return the full Security Deposit to Lessee, less any amount so applied by Lessor, within sixty (60) days following the completion of the Lease Term provided that Lessee returns the Equipment to Lessor. Damage for purposes of this Section 2 includes, without limitation, damage to the casing or the strap of the Equipment and any other damage which inhibits any part of the Equipment's ability to function properly or at all. The determination whether the Equipment must be repaired or replaced shall be made by Lessor in Lessor's sole discretion, but lessee has the right to challenge the lessor's determination. Lease payments and advance payments shall not be refundable to Lessee under any circumstances, including, without limitation, any termination of this Lease Agreement, except at Lessor's sole discretion. Lessee also agrees to pay, at signing as indicated in the Primary Terms above, or otherwise when due, all taxes, fines, and penalties, if any, relating to this Lease Agreement. Lessee also agrees that Lessor has the right to estimate the sales taxes or yearly personal property taxes, if any, that shall be due for the Equipment, and that Lessor shall have the right to periodically assess the same against Lessee, who shall pay them on demand. Lessee also agrees that Lessor may charge and collect a one-time documentation fee for credit and documentation expenses. Lessee shall be sent written notice at least fourteen (14) days in advance of any charges that are authorized by this Agreement but not specifically enumerated herein. Lessee agrees that Lessee's obligation to pay is unconditional and is not subject to any reduction, set-off, defense, or counterclaim for any reason whatsoever. If any part of a payment is not made by Lessee when due for any reason, Lessee agrees to pay Lessor a late charge in the amount of ten (10%) percent of each such late payment, but only to the extent permitted by law. Lessee agrees to pay Lessor the late charge not later than thirty (30) days following the date that the original payment was due.

Lessor agrees to provide insurance to Lessee for lost and damaged devices for the term of this agreement. Damage for purposes of this Section 2 includes, without limitation, damage to the casing or the strap of the Equipment and any other damage which inhibits any part of the Equipment's ability to function properly or at all. The insurance rate is \$.35 per day per active device and will be added to the daily contracted rate to billing. Lessor reserves the right to review lost and damaged device figures by Lessee; and, based upon our findings, reserves the right to adjust the per diem insurance rate accordingly.

**3. OWNERSHIP:** Lessee is neither the owner of the Equipment nor has title to the Equipment. Lessee may not sell, transfer, assign, or sublease the Equipment, without the express prior written permission of Lessor. Lessee may not attempt to alter, alter or otherwise tamper with the Equipment. Lessee agrees that it shall at all times keep the Equipment free from any legal process or lien whatsoever, and agrees to give Lessor immediate notice if any legal process or lien is asserted or made against the Equipment.

### **III. MONITORING SERVICE**

**4. MONITORING SERVICE.** The monitoring service is comprised of the TrackerPAL, a 24X7 monitoring center and a web-based user interface accessible by Lessee. The central host computer system is owned and operated by Lessor. The Equipment communicates with the host computer system through cellular service where available.

**5. INSTALLATION OF EQUIPMENT; TRAINING OF AUTHORIZED PERSONNEL.** Lessor shall supply, at no charge to Lessee, an installation and maintenance kit for the Equipment which includes a strap cutter, measuring device and torque driver. Unless otherwise agreed between Lessee and Lessor, Lessee shall return the installation and maintenance kit to Lessor upon termination of the Lease Term. The monitoring system is used to provide the monitoring service to Lessee, which service is specifically designed to determine, by electronic means, the presence of the Equipment (when attached to a person sentenced and subject to monitoring by Lessee and which Lessee properly enrolls into the monitoring service pursuant to the terms of this Lease (each such person, a "Client")) at a specified location(s) or a Client's movements within the community, provided that the Equipment and any necessary accessories are properly installed and there is no tampering with or alteration of such Equipment or accessories.

Lessor further agrees that it shall provide Lessee reasonably necessary training for its authorized personnel who shall be monitoring Clients so that such personnel may properly use the user interface for the purposes of monitoring Clients as set forth herein. Lessee acknowledges that Lessee's access to the user interface shall generally be limited to password-controlled Internet access and that no software shall actually be delivered to Lessee. Lessee shall bear all responsibility for providing its own computer hardware, software and internet access meeting Lessor's minimum requirements for access to the monitoring service.

**6. LESSOR'S OBLIGATIONS.** Lessor agrees that during the Lease Term it shall (a) maintain twenty-four (24) hour, seven (7) days per week monitoring of Clients based on the data provided by Lessee to Lessor for each Client as set forth in Sections 7 through 9 below; (b) subject to the minimum equipment and system requirements required to be satisfied by Lessee to access the user interface, provide Lessee's authorized personnel twenty-four (24) hour, seven (7) days per week access to Lessor's user interface for the purpose of directly monitoring Clients based on the Equipment; (c) provide notification of Alert Conditions (as defined below) to those authorized personnel of Lessee identified in writing by Lessee to Lessor as being authorized to receive such information, which information is to be provided to Lessee pursuant to the predefined notification protocol to be delivered by Lessee to Lessor pursuant to Section 7 below; and (d) document and maintain Alert Conditions and Equipment status information for each Client properly enrolled during the Lease Term; provided, however, that upon the expiration of the Lease Term, all such records will be delivered by Lessor to Lessee.

**7. NOTIFICATION OPTIONS.** Lessor shall notify Lessee of any Alert Conditions based on the predefined notification protocol specified by Lessee in writing and delivered to Lessor on or before the commencement of the Lease Term based on the "Notification Option" selected by Lessee pursuant to this Section 7 as indicated below (please check only one Notification Option):

**OPTION A:** On a 24 hour, 7 day per week basis, all Alert Conditions will be reported to Lessee's authorized personnel immediately upon the Alert Condition or as soon as reasonably possible thereafter.

**OPTION B:** On a 24 hour, 7 day per week basis, all Alert Conditions will be reported to Lessee the next day via e-mail of the daily activity report which summarizes all Alert Conditions for the previous day.

**8. CHANGES TO NOTIFICATION OPTIONS.** The Notification Option selected herein may be changed by Lessee's authorized personnel at any time upon submission of a "Client Change Form" in the form provided by Lessor to Lessee; provided, that any such change to the Notification Option shall not become effective until 48 hours after receipt of such form by Lessor.

**9. ALERT CONDITIONS.** For purposes of this Agreement, "Alert Conditions" means an alert notification condition as specified by Lessee, including daily curfew, movement restrictions, inclusion and exclusion zone restriction violations, tamper alerts and Equipment status alerts that the monitoring system is able to identify based on the Equipment, and about which Lessor agrees to notify Lessee based on the Notification Option selected in Section 7 above.

**10. CUSTOMER SUPPORT.** Lessor shall also provide customer service to Lessee as reasonably necessary to provide assistance to and to update Lessee on any changes or updates to the Equipment, monitoring service and overall operation of the monitoring system with respect to the Equipment and accessories which may affect Lessee's reasonable use thereof.

**11. LESSEE'S OBLIGATIONS.** Lessee understands, agrees and acknowledges that during the Lease Term it shall (a) retain complete authority for case selection, management and administration with respect to each Client, including, without limitation, monitoring responsibility with respect to each Client; (b) be responsible for all liaison work with the involved courts and/or agencies; (c) identify and make available Lessee staff and/or equipment that complies with Lessor's policies as in effect from time to time, in order to use and access the monitoring service, including, without limitation with respect to Lessor's policy that establishes a specifically correct method of equipment (i.e.: fax, phone, pager) for the purpose of Lessor notification of Alert Conditions to Lessee; (d) perform or oversee Client orientation, installation of Equipment and overall compliance with Lessor's policies, which policies include, without limitation, a specific method of equipment installation, Client equipment use guidelines and the execution of certain forms by Client prior to installation of the Equipment; (e) establish alert notification protocol and parameters, in accordance with Section 7 above, and an alert response policy and respond to Alert Conditions in accordance with that policy; (f) provide to Lessor the required information and parameters for monitoring each Client, including, without limitation, each Client's case curfew, movement restrictions, inclusion and exclusion zone information, essential demographic and case information. Lessee will be solely responsible for properly recording all Alert Conditions and other information relative to monitoring the Equipment when located on a Client, including, without limitation, data entry and data storage of all such Lessee specified information into Lessor's computer system.

**12. NON-DISCLOSURE OF PROPRIETARY INFORMATION:** Lessee acknowledges that it may obtain or have access to confidential and proprietary information of Lessor that is the sole and exclusive property of Lessor or other entities or persons affiliated with Lessor in connection with the provision of the Equipment and the monitoring service described herein ("Proprietary Information") pursuant to the terms of this Lease. Lessee agrees to keep all such Proprietary Information confidential, to limit its use only in connection with the terms of this Agreement and to protect it with at least the same level of protection that Lessee affords its own confidential and proprietary information. Without limiting the foregoing, Lessee expressly agrees (a) that the user interface and the monitoring service shall be used by Lessee only for the purpose of tracking and monitoring Lessee's Clients in accordance with the terms of this Lease Agreement; (b) that only individuals authorized by Lessee to fulfill such purpose and who have completed the training for use of the monitoring service shall be given access to the Proprietary Information; and (c) that Lessee shall treat as confidential and not disclose any of the Proprietary Information in any manner without the prior written authorization of Lessor. If Lessee is required by applicable law or regulation or by legal process to disclose any Proprietary Information, Lessee agrees that it shall provide Lessor with reasonable prior written notice of such request to enable Lessor to seek a protective order or other appropriate remedy prior to disclosure. Should this Agreement be terminated for any reason whatsoever, Lessee shall, at the request of Lessor, either destroy or promptly deliver to Lessor all Proprietary Information, including all documents or other media containing Proprietary information, including all copies, reproductions, summaries, analysis or extracts thereof, in the possession of Lessee, and Lessee shall certify to Lessor that Lessee has done so. The obligation to keep the Proprietary Information confidential pursuant to this Section 12 shall survive the expiration or termination of this Agreement.

13. [ Paragraph intentionally deleted ]

#### **IV. GENERAL PROVISIONS**

**14. AUTHORITY OF SIGNER.** By signing below, the signer of this Lease on behalf of Lessee certifies that he/she has all proper authority to bind Lessee hereto, pursuant to its Articles, Bylaws, statutory or other charter, ordinances, laws, or any other rules governing such authority.

**15. ORDERING AND DELIVERY OF EQUIPMENT; ACCESSORY EQUIPMENT:** Lessor shall coordinate with Lessee to deliver the Equipment to Lessee at Lessor's sole expense. If the Equipment has not been delivered, installed, and accepted by Lessee within fifteen (15) days from the date of this Lease Agreement, Lessee may on ten (10) days prior written notice to Lessor terminate the Lease Agreement and Lessee's obligations to Lessor. Lessor may terminate this Lease Agreement at any time following Lessee's default hereunder and pick up the Equipment from Lessee, at Lessee's sole expense. All accessories required for Lessee to utilize the Equipment shall be leased by Lessee separately from the Equipment described above and shall be subject to such additional charges as are set forth in the Primary Terms. These accessories include but are not limited to different sizes of the unit straps, batteries, chargers, or any other accessories that may be available from time to time.

**16. NO WARRANTIES; LESSEE'S AUTHORITY; INDEMNITY BY LESSEE: LESSOR IS LEASING THE EQUIPMENT TO LESSEE "AS IS."** So long as Lessee is not in default under any terms of this Lease Agreement, Lessor agrees to transfer to Lessee, as necessary and to the extent permitted by law or applicable contracts, any warranties made to Lessor by a manufacturer or vendor of the Equipment to the extent permitted by law or applicable contracts. Lessee agrees that, regardless of cause, Lessee shall not assert any claim whatsoever against Lessor for any and all direct, special or indirect damages, without limitation, which may result from the use of the Equipment or the monitoring service or any obligation of Lessor under this Agreement. Lessee understands that Lessor and the manufacturer(s) of the Equipment are separate, independent companies, and that neither a manufacturer nor any vendor of the Equipment is Lessor's agent, partner or joint venture. Lessee agrees that no representation, guaranty, or warranty by a manufacturer or any vendor of the Equipment is binding on Lessor, and no breach by a manufacturer or any such vendor shall excuse Lessee's obligations hereunder.

Notwithstanding anything to the contrary in this Agreement, **LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE OR MERCHANTABILITY IN CONNECTION WITH THIS LEASE AGREEMENT, THE EQUIPMENT, THE USER INTERFACE OR THE MONITORING SERVICE.** Lessor is not responsible for any injuries, damages, or losses to Lessee or to any other person or to any property, regardless of owner, caused by the misuse, improper activation, or improper maintenance of the Equipment, or the failure to connect to, or the inability to access, the user interface, the failure to follow any instructions or abide by any policies related thereto or to the monitoring service, or the failure of the same to operate as anticipated, including, without limitation, as a result of any defects in the manufacturing or programming of the same or any failure of the Equipment, user interface or monitoring service to operate for any reason, other than any such injuries, damages or losses caused by the gross negligence of Lessor. Lessee's sole remedy against Lessor for any failure whatsoever relating in any way to the use of the Equipment or the monitoring service shall be limited to replacement of the Equipment; provided, that any such failure of the Equipment or the monitoring service was not caused by any act or omission on the part of Lessee. Notwithstanding anything to the contrary in this Agreement, Lessor shall not be liable for any loss, damage, detention, failure to perform or delay resulting from any cause whatsoever beyond Lessor's reasonable control or resulting from a *force majeure*, including, without limitation, fire, flood, strike, lockout, civil or military authority, insurrection, acts of terrorism, war, embargo, power outages, downed cell sites, internet connection problems or similar causes.

Lessee also understands that only an officer of Lessor is authorized to waive or alter any of the terms of this Lease Agreement, and that any such waiver or alteration must be in writing signed by Lessor.

Lessee acknowledges that neither the Equipment nor the monitoring service shall prevent, and that neither is intended to prevent, any Client of Lessee from committing any harmful, tortious, or illegal acts. Lessee further acknowledges that it may be possible for a Client to remove the Equipment by unauthorized means, and that Lessor expressly disclaims any liability for any harmful, tortious, or illegal acts committed by such a Client while using the Equipment, as well as any liability for any acts committed by a Client who removes the Equipment and subsequently engages in any harmful, tortious, or illegal acts. Should any disclaimer or limit on liability for consequential damages set forth herein be found invalid under the laws or policy of the State under which the terms of this Lease are interpreted, then such consequential damages shall be liquidated and shall equal \$100 per consequential injury or loss. Lessee acknowledges and agrees that use of the Equipment and the monitoring service shall be reserved for those Clients of Lessee who are considered to be minimal flight risks and minimal risks for commission of crimes or torts against person or property. Lessee agrees to indemnify, defend and hold Lessor harmless from and against any and all claims for any losses, damages, or injuries which may be asserted on any basis, including those listed above, by Client or any other third party against Lessor, except for claims due to failure of, or defects in, the EQUIPMENT. The provisions of this Section 16 shall continue to be in force even after the expiration of the Lease Term.

**17. DEFAULT AND REMEDIES:** If Lessee fails to make monthly payments when due, if Lessee breaches any provision of this Lease Agreement, or if Lessee becomes insolvent, assigns its assets for the benefit of creditors, or enters, either voluntarily or involuntarily, a bankruptcy proceeding, Lessee shall be in default. In the event of default, Lessor can require, with minimum fourteen (14) days' prior notice to Lessee that Lessee return the Equipment to Lessor and that Lessee immediately pay to Lessor the remaining balance of any amounts due under this Lease Agreement. If Lessee fails to return the Equipment to Lessor, Lessor may also require that Lessee pay to Lessor the full market value of replacement Equipment then available, less any amount recovered by applying Lessee's Security Deposit. Lessee agrees to pay Lessor interest on all sums due to Lessor from the date of default until paid, and that Lessor may recover from Lessee, all damages caused by any such default, all to bear interest at the lesser of ten (10%) percent per annum, or the maximum rate permitted by law. Lessor can also use any of the remedies available to Lessor under the Uniform Commercial Code or any other law. If Lessor is required to track a Client of Lessee to make demand on such Client to repossess the Equipment after the notice period has expired, Lessee agrees to pay to Lessor, immediately upon demand, the cost of repossession, storing, shipping, repairing, and re-leasing the Equipment.

**18. DEFAULT INDEPENDENT OF CRIMINAL PROCESS:** The parties hereto acknowledge that the tracking and monitoring of a Client of Lessee which is facilitated by this Agreement may be undertaken in conjunction with criminal process against such Client, or that such Client of Lessee has voluntarily undertaken to use the Equipment in order to satisfy a criminal conviction or plea agreement, or to avoid incarceration by Lessee. Lessor agrees that in effecting redelivery or repossession of the Equipment from any Client, it shall coordinate with Lessee and/or with other law enforcement whenever possible, but it shall have no duty to do so where in its own discretion it deems such coordination unnecessary, impractical or detrimental to Lessor's interest.

**19. MISCELLANEOUS PROVISIONS: Assignment:** Lessor may at any time, without notifying Lessee, sell, assign, or transfer its rights, benefits and obligations under this Lease Agreement or Lessor's ownership of the Equipment; Lessee agrees that if Lessor makes such assignment or sells the Equipment the assignee or buyer shall have the same rights, benefits and obligations that Lessor now has. The parties agree that any such sale, assignment or transfer of this Lease and/or the Equipment by Lessor or Lessor's assignee or transferee shall not change the duties or obligations of Lessor or Lessee under this Lease Agreement. **Construction:** The parties intend this Lease Agreement to be a valid and legal document. This Agreement shall be construed according to its fair meaning and not strictly for or against Lessor or Lessee, as if each of Lessor and Lessee had prepared it. **No Waiver:** Lessee acknowledges and agrees that any delay or failure by Lessor to enforce its rights under this Lease Agreement does not prevent it from enforcing any rights at a later time. **Statue of Limitations:** Lessee and Lessor hereby agree to reduce the statute of limitation applicable to any action for default hereunder by either party, including for breach of warranty or indemnity, to one (1) year after a cause of action accrues. **Attorney Fees:** In the event of any litigation between the parties regarding this Agreement the prevailing party shall be entitled to the payment by the losing party of its reasonable attorneys' fees, court costs and litigation expenses, as determined by the court. **Jurisdiction and Venue:** This Agreement shall be governed, interpreted and construed under the laws of the applicable venue, including, without limitation, all procedural laws and the applicable statute of limitations. Any default of this Agreement shall be deemed to have occurred in the applicable venue. Each of Lessor and Lessee agrees that any and all disputes arising out of or relating to this Agreement shall be resolved in applicable venue. **No Third Party Beneficiaries:** This Agreement is intended for the exclusive benefit of Lessor, Lessee and Lessee and their respective permitted assigns and is not intended and shall not be construed as conferring any benefit on any third party or the general public. **Pronouns:** All pronouns shall be deemed to refer to the masculine, feminine or neuter, singular or plural, as the identity of the person or entity to whom reference is made may require. **Severability:** Whenever possible, each provision of this Agreement shall be interpreted in such manner as to be valid under applicable law; but, if any provision of this Agreement shall be invalid or prohibited under applicable law, such provision shall be ineffective to the extent of such invalidity or prohibition without invalidating the remainder of such provision or the remaining provisions of this Agreement. **Headings:** The headings used in this Agreement are for convenience only and shall not be used to limit or construe the contents of any of the sections of this Agreement. **Modification:** No alteration or modification of this Agreement shall be binding unless in writing and signed by each of the parties hereto. **Notices:** Notices to the parties hereto pursuant to this Agreement shall be given in writing and delivered by depositing them in the custody of the United States Postal Service (USPS), postage prepaid, addressed as set forth below for the respective parties. Alternatively, notice required pursuant to this Agreement may be personally served in the same manner as is applicable to civil judicial practice. Notice shall be deemed given as of the date of personal service or three (3) days after the date of deposit of such written notice with USPS. **Entire Agreement:** This Agreement constitutes the entire Agreement between the parties hereto and there are no covenants, terms or conditions, express or implied, other than as set forth or referred to herein. This Lease Agreement supersedes all prior agreements between the parties hereto relating to all or part of the subject matter herein. No party has made any representations, oral or written, modifying or contradicting the terms of this Agreement. The parties may not amend, modify or cancel this Agreement except as provided herein or by a written agreement signed by all parties to this Agreement. **Acknowledgment:** The parties acknowledge that they have had an opportunity to fully examine this Agreement and completely understand its terms, and that they approve the same including all of the terms and conditions.

IN WITNESS WHEREOF, each of the parties has executed this Agreement as of the date and year first set forth above.

**Lessor:**

**Secure Alert, Inc.**

150 West Civic Center Drive, Suite 400

Sandy, Utah 84070

Contact Phone No: (801) 451-6141

**Lessee:**

Agency Name: **City of Marysville**

Address: 1635 Grove Street

City/State/Zip: Marysville, Washington 98270

Contact Phone No: (360)363-8367

X \_\_\_\_\_  
Name: John L. Hastings, III  
Title: President

By: \_\_\_\_\_  
Printed Name: Dennis Kendall  
Title: Mayor  
Email address: dkendall@marysvillewa.gov

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: November 24, 2008**

AGENDA ITEM: Change Order #3, Edward Springs Well 1R Project; Gary Harper Construction, Inc.	AGENDA SECTION: Contract Change Order	
PREPARED BY: David Zull, Project Manager <i>DZ</i>	AGENDA NUMBER:	
ATTACHMENTS:  Change Order #3 and Supporting Documents	APPROVED BY: <i>[Signature]</i>	
	MAYOR	CAO
BUDGET CODE: 40220594.563000                      W0505	AMOUNT: \$531.58	

The Edward Springs Well 1R project provided a new pump, motor and control system for this well. All attempts to install the transducer in the well failed due to the fact that the well narrows from a 12-inch diameter casing to an 8-inch diameter casing half way down the well. The transducer is needed to monitor the depth of water in the well and needs to be located near the bottom of the well. It is therefore necessary for the contractor to pull the pump from the well and attach a sounding tube to the pump column. Then once the pump is reinstalled in the well, the transducer can be lowered to the proper elevation through the sounding tube and thereby pass the obstruction in the well.

This change to the contract with Gary Harper Construction will cost an additional \$6,246.91 (staff believes this to be a fair price) and adds an additional 35 working days to the contract and puts the contract over the management reserve approved by the City Council at the time of award by \$531.58.

City Staff recommends approval of this change order.

RECOMMENDED ACTION: <b>Public Works Staff recommends the City Council approve Change Order #3 for the Edward Springs Well 1R project with Gary Harper Construction, Inc. and approve an additional expenditure on this contract in the amount of \$531.58 including Washington State Sales Tax.</b>
COUNCIL ACTION:

**CITY OF MARYSVILLE  
PUBLIC WORKS DEPARTMENT**

**CONTRACT CHANGE ORDER**

No. 3

Date: 10/20/08 Project: Edward Springs Well #1R Project  
 Job No.: W0505 Job Location: 614 Lakewood Road  
 Owner: City of Marysville  
 To: (Contractor) Gary Harper Construction, Inc.  
 cc: (Surety) Developers Surety and Indemnity Company

YOU ARE HEREBY INSTRUCTED TO:

- |  |   |
|--|---|
| <input type="checkbox"/> Make changes in plans and specifications as noted below | <input type="checkbox"/> Execute work as noted below  |
| <input checked="" type="checkbox"/> Perform extra work as noted below            | <input type="checkbox"/> Delete work as noted below   |
| <input type="checkbox"/>   | <input type="checkbox"/> Restore areas as noted below |

DESCRIPTION AND/OR SKETCH	QTY	UNIT	UNIT PRICE	TOTAL
---------------------------	-----	------	------------	-------

*You are ordered to perform the following described work upon receipt of an approved copy of the change order:*

Pull pump and column and install a 1-inch sounding tube with drilled holes per Systems-Interface recommendations and a Druck PTX1230 transducer.

This work is to be done for an agreed lump sum of	\$5,757.52
Sales Tax	\$ 489.39
<b>Total Cost</b>	<b>\$6,246.91</b>

Approved by Council: \_\_\_\_\_  
(Date)

Presented to Council: \_\_\_\_\_  
(Date)

*All work, materials, and measurement to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.*

ORIGINAL CONTRACT AMOUNT \$306,360.60	CONTRACT TOTAL AFTER CHANGE \$ 321,892.18	PERCENT CHANGE THIS ORDER 2.0%	TOTAL PERCENT CHANGE 5.07 %
--	--	-----------------------------------	--------------------------------

*All prices include Washington State Sales Tax of 8.5%.*

CONTRACT COMPLETION TIME:

- Same       (increase) 35 working days

RECOMMENDED FOR APPROVAL BY: [Signature], PE DATE: 10-27-08  
(Engineer)

APPROVAL BY: [Signature] DATE: 10/28/08  
(Public Works Director)

APPROVAL BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
(Finance Director)

ENDORSED BY: [Signature] DATE: 10/27/08  
(Contractor's Signature)

**CITY OF MARYSVILLE  
PUBLIC WORKS DEPARTMENT**

**CONTRACT CHANGE ORDER  
No. 3**

Date: 10/20/08 Project: Edward Springs Well #1R Project  
 Job No.: W0505 Job Location: 614 Lakewood Road  
 Owner: City of Marysville  
 To: (Contractor) Gary Harper Construction, Inc.  
 cc: (Surety) Developers Surety and Indemnity Company

YOU ARE HEREBY INSTRUCTED TO:

- |                                     |   |                          |                              |
|-------------------------------------|---|--------------------------|------------------------------|
| <input type="checkbox"/>            | Make changes in plans and specifications as noted below | <input type="checkbox"/> | Execute work as noted below  |
| <input checked="" type="checkbox"/> | Perform extra work as noted below                       | <input type="checkbox"/> | Delete work as noted below   |
| <input type="checkbox"/>            |   | <input type="checkbox"/> | Restore areas as noted below |

DESCRIPTION AND/OR SKETCH	QTY	UNIT	UNIT PRICE	TOTAL
---------------------------	-----	------	------------	-------

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Pull pump and column and install a 1-inch sounding tube with drilled holes per Systems-Interface recommendations and a Druck PTX1230 transducer.

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Sales Tax	\$ 489.39
<b>Total Cost</b>	<b>\$6,246.91</b>

Approved by Council: \_\_\_\_\_  
(Date)

Presented to Council: \_\_\_\_\_  
(Date)

*All work, materials, and measurement to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.*

ORIGINAL CONTRACT AMOUNT <i>ok</i> \$306,360.60	CONTRACT TOTAL AFTER CHANGE <i>ok</i> \$ 321,892.18	PERCENT CHANGE THIS ORDER 2.0%	TOTAL PERCENT CHANGE 5.07%
--	--	-----------------------------------	-------------------------------

*All prices include Washington State Sales Tax of 8.5%.*

CONTRACT COMPLETION TIME:

- Same  (increase) 35 working days

RECOMMENDED FOR APPROVAL BY: *David Jull, PE* DATE: 10-27-08  
(Engineer)

APPROVAL BY: *[Signature]* DATE: 10/27/08  
(Public Works Director)

APPROVAL BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
(Finance Director)

ENDORSED BY: *[Signature]* DATE: 10/27/08  
(Contractor's Signature)

**CITY OF MARYSVILLE  
PUBLIC WORKS DEPARTMENT**

**CONTRACT CHANGE ORDER**

No. 3

Date: 10/20/08 Project: Edward Springs Well #1R Project  
 Job No.: W0505 Job Location: 614 Lakewood Road  
 Owner: City of Marysville  
 To: (Contractor) Gary Harper Construction, Inc.  
 cc: (Surety) Developers Surety and Indemnity Company

**YOU ARE HEREBY INSTRUCTED TO:**

- |  |   |
|--|---|
| <input type="checkbox"/> Make changes in plans and specifications as noted below | <input type="checkbox"/> Execute work as noted below  |
| <input checked="" type="checkbox"/> Perform extra work as noted below            | <input type="checkbox"/> Delete work as noted below   |
| <input type="checkbox"/>   | <input type="checkbox"/> Restore areas as noted below |

DESCRIPTION AND/OR SKETCH	QTY	UNIT	UNIT PRICE	TOTAL
---------------------------	-----	------	------------	-------

*You are ordered to perform the following described work upon receipt of an approved copy of the change order:*

Pull pump and column and install a 1-inch sounding tube with drilled holes per Systems-Interface recommendations and a Druck PTX1230 transducer.

This work is to be done for an agreed lump sum of	\$5,757.52
Sales Tax	\$ 489.39
<b>Total Cost</b>	<b>\$6,246.91</b>

**Approved by Council:** \_\_\_\_\_  
(Date)

**Presented to Council:** \_\_\_\_\_  
(Date)

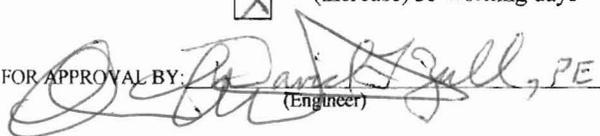
*All work, materials, and measurement to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.*

ORIGINAL CONTRACT AMOUNT	CONTRACT TOTAL AFTER CHANGE	PERCENT CHANGE THIS ORDER	TOTAL PERCENT CHANGE
\$306,360.60	\$ 321,892.18	2.0%	5.07 %

*All prices include Washington State Sales Tax of 8.5%.*

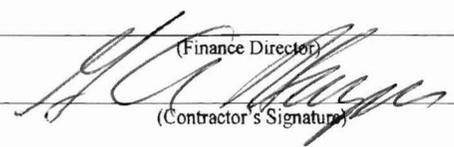
**CONTRACT COMPLETION TIME:**

- Same  (increase) 35 working days

RECOMMENDED FOR APPROVAL BY:  PE DATE: 10-27-08  
(Engineer)

APPROVAL BY: \_\_\_\_\_ DATE: 10/28/08  
(Public Works Director)

APPROVAL BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
(Finance Director)

ENDORSED BY:  DATE: 10/27/08  
(Contractor's Signature)



GARY HARPER CONSTRUCTION INC.

14831 223rd Street SE Snohomish, WA 98296-3989  
(360) 863-1955 Fax (360) 863-1966

October 17, 2008

City of Marysville  
Attn: David Zull, PE  
80 Columbia Ave  
Marysville, WA 98270

Re: Edward Springs Well 1R Project

**Change Order Proposal No. 3**

Cost to Pull Pump and column and install a 1" sounding line and druck PTX1230 transducer.

Labor	4.00 hrs @	60.00	240.00	
Overhead & Profit 29%			<u>69.60</u>	
Total Labor				309.60
Subcontractor - Pump Tech			5,266.00	
Overhead & Profit 21%			<u>631.92</u>	
Total Materials & Equipment				5,897.92
Credit on Existing Transducer from Systems Interface				<u>(450.00)</u>

**Total Change Order Proposal No. 3** **\$ 5,757.52**

*531.58 to high*



12020 SE 32ND Street Suite 2  
 Bellevue, WA 98005  
 Phone: 425-844-8501  
 Fax: 425-562-9213  
 mdunn@pumptechnw.com

## Sales Quotation

TO:  
 Gary Harper  
 GARY HARPER CONSTRUCTION,  
 INC.  
 14831 - 223RD STREET SE  
 SNOHOMISH, WA 98296-3989  
 Phone: 360-863-1955  
 Fax: 360-863-1966

Salesperson: Mike Dunn  
 Lead Time: 2 to 3 Weeks  
 FOB: FOB ORIGIN - FFA  
 Ship Via: BEST WAY  
 Project Name: Marysville Edward Springs

Quote #: 0076070  
 Date: 10/10/2008  
 Expires: 11/9/2008

Item		Qty
35 Ton Large Crane-Full Day	Crane truck service	1.00
Labor - Crane Crew	Crane truck crew man hours	32.00
Flush Thread, 1"	Flush Thread, 1" Schedule 80 PVC 1" Flush thread for one sounding line	15.00
EXISTING LEVEL TRANSDUCER WILL NOT FIT IN 1" SOUNDING LINE <i>Existing Transducer is 1" Dia.</i>		
PTX1230	Druck PTX1230 submersible level transducer with 170' of cable. .69" in diameter to fit in 1" sounding line	1.00

The above order is subject to Pumplech Inc. standard terms and conditions and credit approval which are attached and made part of this agreement. We appreciate your interest in our products and services and if you have any questions on our offerings please do not hesitate to call.  
 By signature below, I accept this offering:

Signed: \_\_\_\_\_  
 Name \_\_\_\_\_ Title \_\_\_\_\_

SubTotal 5,268.00  
 Freight: 0.00  
 Sales Tax: 0.00  
 Total: 5,268.00

Inbox (1) New Reply Reply all Forward Delete Junk Move to Options

Junk (11)

Drafts

Sent

Deleted (5)

Rec'd on Va...

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Today

Mail

Contacts

Calendar

### FW: Well Level Transmitter for Marysville

From: **Schommer, Rob H.** (RHSchommer@systems-interface.com)  
Sent: Thu 10/16/08 9:03 AM  
To: gh\_ghcinc@hotmail.com

Hi Gary,  
Here's the e-mail I sent Loren a couple of days ago  
-Rob

**From:** Schommer, Rob H.  
**Sent:** Tuesday, October 14, 2008 9:46 AM  
**To:** 'LorenEEC@aol.com'  
**Cc:** Foelsch, F. Robert.  
**Subject:** Well Level Transmitter for Marysville

Hi Loren,

With respect to the KPSI 720S well level transmitter provided; these transmitters are custom-made with a specific length of pre-molded cable. The one manufactured for this project is configured to measure 0-160 feet of water heat and includes 250 feet of molded cable. Our cost was \$1,456 and it took 6 weeks for it to be delivered, once ordered.

Since they are custom manufactured - there is no ability for us to return it to the manufacturer for credit. Systems Interface could provide a partial credit and hold it in our inventory for use on a similar project. Based upon historical use of these level transmitters, it will probably take us three years to find another project with similar requirements to use this transmitter, so our credit would only be \$450.

Sincerely,  
Robert Schommer

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Reply

Reply all

Forward

Delete

Junk

Move to

Options

Junk (21)

Drafts

Sent

Deleted (14)

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## City of Marysville Well 1R

From: **Schommer, Rob H.** (RHSchommer@systems-interface.com)

Sent: Thu 10/09/08 10:32 AM

To: gh\_ghcinc@hotmail.com

Hi Gary,

In my professional opinion, at the Well 1R site, the well level transducer needs to be installed within a Stilling Well (or Sounding Tube)

There are several advantages to this:

- It protects the transducer head from banging into the casing and/or pump discharge piping with turbulent water during pumping operations

- It prevents the transducer from wrapping itself around the discharge pipe (preventing future removal)

- It allows for easy removal, service, and reinstallation

- It can contain the level transmitter in case of cable breakage or accidental slippage during servicing (if a bottom cap is installed).

Remember to drill a series of staggered holes in the bottom portion of the stilling well to prevent capillary action from affecting the measured well level

(I'd recommend 5/16" holes every 3 to 4" in a staggered pattern)

Sincerely,

-Rob

Robert H. Schommer, P.E.  
Vice President  
**Systems Interface Inc.**  
Work: 425-481-1225 x224  
Cell: 206-979-3683

Have a fast connection and want more features? Try the full version to see message previews in your inbox. (It's **free**, too.)



**PumpTech Inc.** Page: 1  
 12020 SE 32ND Street Suite 2  
 Bellevue, WA 98005  
 Phone: 425-644-8501  
 Fax: 425-562-9213  
 mdunn@pumptechnw.com

## Sales Quotation

**TO:**  
 Gary Harper  
 GARY HARPER CONSTRUCTION,  
 INC.  
 14831 - 223RD STREET SE  
 SNOHOMISH, WA 98296-3989  
 Phone: 360-863-1955  
 Fax: 360-863-1966

**Salesperson:** Mike Dunn  
**Lead Time:** 2 to 3 Weeks  
**FOB:** FOB ORIGIN - FFA  
**Ship Via:** BEST WAY  
**Project Name:** Marysville Edward Springs

**Quote #:** 0076070  
**Date:** 10/10/2008  
**Expires:** 11/9/2008

Item		Price	Qty	Extend
35 Ton Large Crane-Full Day	Crane truck service	650.00	1.00	650.00
Labor - Crane Crew	Crane truck crew man hours	95.00	32.00	3,040.00
Flush Thread, 1"	Flush Thread, 1" Schedule 80 PVC 1" Flush thread for one sounding line	20.00	15.00	300.00
	EXISTING LEVEL TRANSDUCER WILL NOT FIT IN 1" SOUNDING LINE	0.00		0.00
PTX1230	Druck PTX1230 submersible level transducer with 170' of cable, .69" in diameter to fit in 1" sounding line	1,276.00	1.00	1,276.00

SubTotal 5,266.00

Freight: 0.00

Sales Tax: 0.00

**Total:** 5,266.00

The above order is subject to Pumptech Inc. standard terms and conditions and credit approval which are attached and made part of this agreement. We appreciate your interest in our products and services and if you have any questions on our offerings please do not hesitate to call.  
 By signature below, I accept this offering:

Signed: \_\_\_\_\_

Name: \_\_\_\_\_ Title: \_\_\_\_\_

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

**CITY COUNCIL MEETING DATE:** November 24, 2008

AGENDA ITEM: 2008 Staff Initiated Comprehensive Plan Amendments – PA08001	AGENDA SECTION:	
PREPARED BY: Libby Grage, Associate Planner <i>LG</i>	AGENDA NUMBER:	
ATTACHMENTS: 1. Staff-Initiated Comp. Plan Amendment Request # 1 – Staff Rec., Map & Exhibits 2. Staff-Initiated Comp. Plan Amendment Request # 2 – Staff Rec., Map & Exhibits 3. PC Minutes 5/13/08 Workshop & 9/9/08 Public Hearing 4. Adopting Ordinance	APPROVED BY: <i>[Signature]</i>	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

Two (2) Staff Initiated Comprehensive Plan Amendment requests were submitted for the 2008 amendment cycle. The Planning Commission (PC) held a Public Hearing on September 9, 2008 where staff presented a recommendation. The PC made motions to approve the staff recommendation as presented, and forward the following amendment requests onto Marysville City Council for final action:

**Staff Initiated Comprehensive Plan Amendment No. 1 – 4300 Block of 113<sup>th</sup> Pl. NE**

**Request:** Revise the Comprehensive Plan’s Land Use Map designation for property which is located in the City’s Urban Growth Area at 4301 & 4314 113<sup>th</sup> Pl. NE (Tax Parcel Numbers 30050900407700, 30050900402200 & 30050900402400), from Medium Density Single Family to Low Density Multiple Family.

**PC Recommendation:** Approve Map Amendment as presented.

**Staff Initiated Comprehensive Plan Amendment No. 2 – 5800 Block of 100<sup>th</sup> St. NE**

**Request:** Revise the Comprehensive Plan’s Land Use Map designation for property which is located in the City’s Urban Growth Area at 5804, 5810, 5816 & 5822 100<sup>th</sup> ST NE (Tax Parcel Numbers 30051500308200, 30051500308300, 30051500308400, 30051500300200, and Tract 999 of the short plat recorded under AFN 200401165184), from Recreation to High Density Single Family.

**PC Recommendation:** Approve Map Amendment as presented.

<p><b>RECOMMENDED ACTION:</b> Affirm the PC’s recommendation for the 2008 Staff Initiated Comprehensive Plan Map Amendments.</p> <p>As outlined in Chapter 18.08 MMC, the City Council at a public meeting shall consider the PC’s recommendation and vote to approve; disapproved; modify and approve as modified, or; refer it back to the PC for further proceedings.</p> <p>Additionally, the City Council, at its discretion, may hold their own public hearings on the proposed amendments, subject to the notice and hearing requirements outlined in Section 18.08.020 MMC.</p> <p><b>COUNCIL ACTION:</b></p>
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COMMUNITY DEVELOPMENT DEPARTMENT  
80 Columbia Avenue ♦ Marysville, WA 98270  
(360) 363-8100 ♦ (360) 651-5099 FAX

**REQUEST FOR AMENDMENT  
TO THE  
CITY OF MARYSVILLE COMPREHENSIVE PLAN  
STAFF INITIATED AMENDMENT REQUEST # 1**

**The following is a review of a staff-initiated request for an amendment to the City of Marysville  
Comprehensive Plan.**

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<b>File No.:</b>	PA08001 – Staff Initiated Map Amendment # 1
<b>Reference Tax Account No:</b>	30050900407700, 30050900402400 & 30050900402200
<b>Owners:</b>	Susan Puchelt 4314 113 <sup>th</sup> Pl. NE Marysville, WA 98270  Allen E. Vance 4302 113 <sup>th</sup> Pl. NE Marysville, WA 98270
<b>Site Address:</b>	4314 and 4301 113 <sup>th</sup> Pl. NE
<b>Acreage (approx.):</b>	2.45
<b>Date of Report:</b>	May 7, 2008
<b>Nature of Request:</b>	Amend the Comprehensive Plan Map designation of approximately 2.45-acres from Medium Density Single-Family to Low Density Multi-Family. The purpose of the requested change is to align the City of Marysville's Comprehensive Plan Designation with Snohomish County's Future Land Use Designation for the site.
<b>Current Land Use Designation:</b>	Medium Density Single Family
<b>Proposed Land Use Designation:</b>	Low Density Multi Family

South side of 113<sup>th</sup> St. NE; East of State Ave

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**Current County FLU:** Urban Medium Density Residential (UMDR)  
**Current County Zoning:** Low Density Multiple Residential (LDMR)  
**Current City Designation:** Medium Density Single Family (MDSF)



**Existing Uses:** Single family development

**Size:** 2.45-acres

Recommendation:

Change the Comprehensive Plan land use designation from High Density Single Family to Low Density Multi Family.

Analysis:

The site appears to comply with the criteria and standards outlined in the Marysville Comprehensive Plan for designating property multi-family (identified on page 4-15 & 4-16):

*LOCATIONAL CRITERIA:*

*Land Use Relationships*

- The site has access to State Ave. (within approximately 350-feet of State Ave., an arterial) and is within approximately ¼ mile of 116<sup>th</sup> St. NE, an arterial.
- The site is near to shopping (Albertsons, the new Gateway Plaza shopping center, etc.); Marshall Elementary School is located nearby; State Ave. is a bus route; City water exists within 113<sup>th</sup> St. NE and sewer exists approximately 350-feet to the west in State Ave. A 5-unit air-space condo project (approved by Snohomish County) located across the street to the north is currently under water and sewer plan review by the City.

*Neighborhood Structure where the multi-family will be placed*

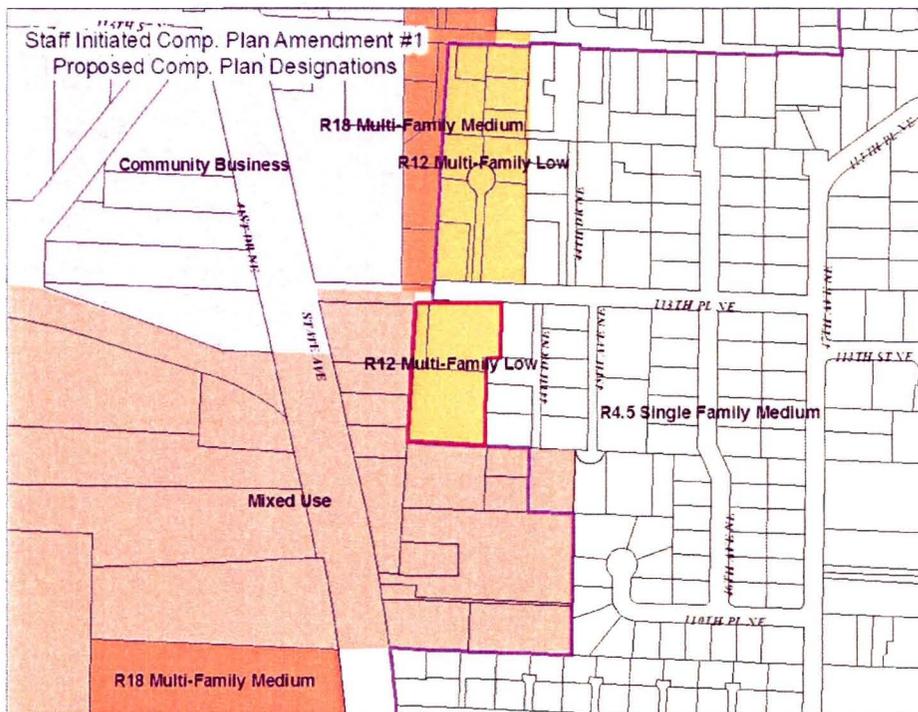
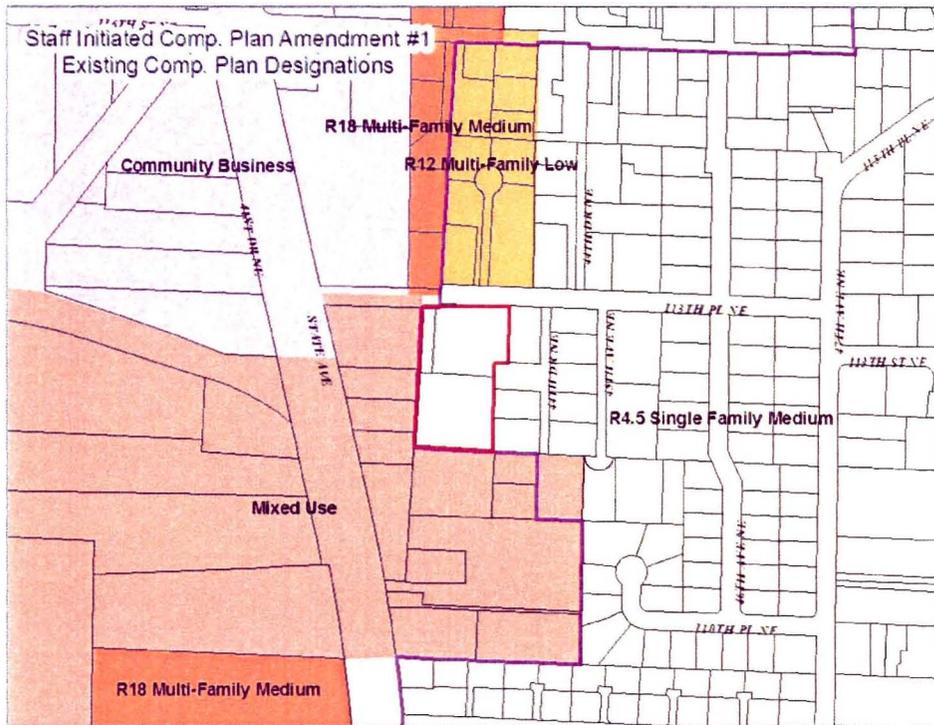
- Surrounding designations include LDMF to the north, MDSF to the east and Mixed Use to the south and west. The site is flanked by more intense land use designations on all sides except for the east side and represents an opportunity to provide a transition zone between the MU zoning to the west and medium density single family designation to the east.
- Existing zoning controls could provide adequate buffering of multi-family development from existing single family residences (i.e. 20' setback or the average setback of the detached dwelling units from the common property line; landscape buffering requirements between MF and SF development, etc.).

*Development Criteria*

- The site, approximately 2.45 acres in size, meets the minimum size requirement for designating properties multi family (3 times the prevailing lots size in single family zone).

- The surrounding area to the north, west and south has development potential (multi-family, mixed use) due to the existing zoning (R-18, MU) and current land uses (single family).

## Existing and Proposed Land Use Designations



**CITY OF MARYSVILLE  
ENVIRONMENTAL CHECKLIST  
RCW 197-11-960**

**Staff Initiated Comp Plan Amendment No. 1  
113<sup>th</sup> Pl. NE Land Use Designation Change**

*Purpose of Checklist:*

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

*Instructions for Applicant:*

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

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

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

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

*Use of checklist for non-project proposals:*

Complete this checklist for non-project proposals, even though questions may be answered “does not apply”. In addition, complete the *Supplemental Sheet for Non-Project Action (part D)*.

For non-project actions, the references in the checklist to the words “project”, “applicant”, and “property or site” should be read as “proposal”, “proposer”, and “affected geographic area”, respectively.

**A. BACKGROUND**

1. Name of proposed project, if applicable:  
**Staff Initiated Comprehensive Plan Amendment No. 1 –  
“113<sup>th</sup> Pl. NE Land Use Designation Change”**
2. Name of applicant:  
**City of Marysville**
3. Address and phone number of applicant and contact person:  
**Gloria Hirashima, CD Director  
City of Marysville  
Community Development Department  
80 Columbia Avenue  
Marysville, WA 98270  
(360) 363-8100**
4. Date checklist prepared:  
**April 18, 2008**
5. Agency requesting checklist:  
**City of Marysville**
6. Proposed timing or schedule (including phasing, if applicable):  
**2008 Marysville Comprehensive Plan Amendment cycle**
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.  
**N/A – Non-project action**
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.  
**Environmental information will be prepared upon submittal of a specific development proposal.**
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.  
**None known**
10. List any government approvals or permits that will be needed for your proposal, if known.  
**Marysville City Council approval of a Comprehensive Plan Amendment**
11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Amend the Comprehensive Plan Map designation and concurrently rezone approximately 2.45-acres from High Density Single-Family to Low Density Multi-Family (R-12). The amendment request encompasses Assessor Parcel Numbers (APNs) # 30050900402400, 30050900407700 and 30050900402200.

The purpose of the proposed amendment is to align the City of Marysville's Comprehensive Plan designation with Snohomish County's Future Land Use Designation for the properties (Urban Medium Density Residential).

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

The proposed Comprehensive Plan Amendment includes three parcels generally located within the Marshall/Kruse Neighborhood, on the south side of 113<sup>th</sup> Pl. NE, approximately 300-feet east of 113<sup>th</sup> Pl. NE's intersection with Smokey Point Blvd. The properties are located immediately east of the current City Limits.

The site addresses of two of the parcels are 4314 113<sup>th</sup> Pl. NE and 4302 113<sup>th</sup> Pl. NE. The other parcel is undeveloped and no address is listed.

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

- a. General description of the site (*bold/italic*): *Flat*, rolling, hilly, steep slopes, mountainous, other.
- b. What is the steepest slope on the site (approximate percent slope)?  
**The site is relatively flat with maximum slopes approaching 5%.**
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.  
**According to the Soil Survey of Snohomish County the site is mainly comprised of Ragnar fine sandy loam soils.**
- d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.  
**None known**
- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.  
**N/A – Non-project action**
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.  
**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

## 2. AIR

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

## 3. WATER

- a. Surface:

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

**None known**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

No

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

**N/A – Non-project action**

b. Ground:

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

**N/A – Non-project action**

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

**N/A – Non-project action**

c. Water Runoff (including storm water):

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**Future project actions will require compliance with Marysville Municipal Codes and Department of Ecology Standards as applicable.**

4. PLANTS

a. Check or circle types of vegetation found on the site (*bold/italic*): **N/A**

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

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

N/A – Non-project action

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

N/A – Non-project action

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

N/A – Non-project action

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (*bold/italic*): N/A

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

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

**No threatened or endangered animal species are known to exist on or in the vicinity of the proposed comprehensive plan amendment boundary.**

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

**The City of Marysville is located within the “Pacific Flyway.”**

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

N/A – Non-project action

6. Energy and Natural Resources

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

N/A – Non-project action

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

N/A – Non-project action

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

N/A – Non-project action

7. Environmental Health

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

No

- 1) Describe special emergency services that might be required.

**N/A – Non-project action**

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

**N/A – Non-project action**

b. Noise

- 1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

8. Land and Shoreline Use

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

**Two of the parcels are currently developed with single family residences. The other appears to be used as an access road to the south parcel. Properties to the east are currently developed with single family residences and designated as Medium Density Single Family. Properties to the west and south are larger lots currently developed with single-family residences; however, these parcels front on State Ave. and are zoned Mixed Use (MU). There is an Albertson's grocery store to the northwest of the site. The properties to the north are currently designated Multi-Family Low Density and are developed with single family residences; however, an application for a five-unit air space condominium project is currently under review by Snohomish County for property directly to the north across 113<sup>th</sup> Pl. NE.**

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

**Not known.**

- c. Describe any structures on the site.

**APN # 30050900402200 contains one approximately 1,600 SF single family dwelling unit, constructed in 1925 and 2 detached garages. APN # 30050900402400 contains one approximately 2,040 SF single family residence, constructed in 1947, and one detached garage. APN # 30050900407700 is an undeveloped parcel that appears to provide access to APN # 30050900402400.**

- d. Will any structures be demolished? If so, what?

**N/A – Non-project action**

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

**N/A – currently outside of city limits**

- f. What is the current comprehensive plan designation of the site?

**Medium Density Single-Family**

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

**The site does not contain nor is it near any designated shorelines within the City of Marysville Shoreline Management Master Program.**

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

**None known**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

9. Housing

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

10. Aesthetics

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

The City of Marysville development regulations allow a base height of 35 feet in the R-18 zone.

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

**N/A – Non-project action**

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

**N/A – Non-project action**

11. Light and Glare

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

12. Recreation

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

**Marshall Elementary School is approximately 1/3 of a mile to the north.**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

13. Historic and Cultural Preservation

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

**There are no places or objects listed on, or proposed for local, state or federal preservation registers on or near the site.**

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

To the best knowledge of the applicant, no landmarks or evidence of historic, archeological scientific or cultural importance exist on or near the site.

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

**N/A – Non-project action**

14. Transportation

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

**The properties are currently served by 113<sup>th</sup> St. NE, an existing public road, just <sup>east</sup>west of State Ave.**

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

**Yes, Community Transit has an active service along State Ave.**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

15. Public Services

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

**N/A – Non-project action**

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

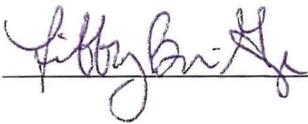
**N/A – Non-project action**

16. Utilities

- a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other. **N/A – Non-project Action**
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.  
**N/A – Non-project action**

C. SIGNATURE

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

Signature:  Date: 4/18/08

#### D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

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

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

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

**The proposal is a non-project action. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.**

Proposed measures to avoid or reduce such increases are:

**None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.**

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

**This proposal is a non-project action. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.**

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

**This proposal is non-project action. Therefore, the proposal in and of itself will not deplete energy or natural resources.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.**

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

**This proposal is a non-project action. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.**

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

**The site is not located near a shoreline.**

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

**None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.**

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

**This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.**

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

**No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.**

**ADDENDUM NO. 14  
TO THE  
FINAL ENVIRONMENTAL IMPACT STATEMENT  
FOR THE CITY OF MARYSVILLE  
COMPREHENSIVE PLAN**

**Adoption of Staff-Initiated Map Amendments to the Marysville  
Comprehensive Plan**

Prepared Consistent with

The Washington State Environmental Policy Act of 1971  
Chapter 43.21C Revised Code of Washington  
Chapter 197-11, Washington Administrative Code  
Marysville Municipal Code Title 19



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

Date of Issuance: July 23, 2008

## FACT SHEET

**File Number:** PA 08001

**Project Title:** 2008 City-Initiated Comprehensive Plan Map Amendments

**Proposed Action:** The proposed NON-PROJECT action is adoption, by Marysville City Council, amendments to the City of Marysville Comprehensive Plan map.

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

Both amendments were considered in the Snohomish County Comprehensive Plan DEIS and FEIS. No additional significant impacts beyond those identified in the FEIS and earlier SEPA documents are expected to occur. To the extent that the existing environmental documents listed in this Addendum or other published documents have analyzed such changes, no additional non-project action environmental review will be required.

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

- Draft Environmental Impact Statement dated January 13, 2005
- Final Environmental Impact Statement dated April 2005
- Snohomish County "Final Environmental Impact Statement for the 10 Year Update"
- Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"

**Description of Proposal:** Adoption of two (2) staff-initiated amendments revising the city's GMA Comprehensive Plan map.

**Staff Initiated Amendment # 1:** Amend the Comprehensive Plan Map designation of approximately 2.45-acres from Medium Density Single-Family to Low Density Multi-Family.

**Tax Parcels:** 30050900407700, 30050900402400 & 30050900402200.

**Site Address:** 4314 and 4301 113<sup>th</sup> Pl. NE.

**Staff Initiated Amendment # 2:** Amend the Comprehensive Plan Map designation of approximately 1.44-acres from Recreation to High Density Single Family.

**Tax Parcels:** 30051500308200, 30051500308300, 30051500308400, 30051500300200 & Tract 999.

**Site Address:** 5804, 5810, 5816 & 5822 100<sup>th</sup> St. NE.

**Lead Agency:** City of Marysville  
Community Development Department  
80 Columbia Avenue  
Marysville, WA 98270

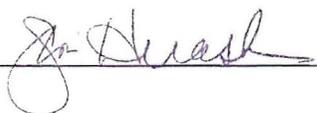
**Required Approval:** City of Marysville Council – Ordinance Adoption  
Washington State Department of Community Trade and Economic  
Development (CTED) – coordination of State comments

**Circulation and Comment:** This addendum, or notice of availability, is being sent to all recipients of the previously issued FEIS as required by WAC 197-11-625. No comment period is required for this addendum under WA 197-11-502(8)(c).

**Contact Person:** Libby Grage  
Associate Planner  
(360) 363-8215  
[lgrage@marysvillewa.gov](mailto:lgrage@marysvillewa.gov)

**Date of Issuance:** July 23, 2008

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

**Signature:**  \_\_\_\_\_



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

REQUEST FOR AMENDMENT  
TO THE  
CITY OF MARYSVILLE COMPREHENSIVE PLAN  
STAFF INITIATED AMENDMENT REQUEST # 2

The following is a review of a staff-initiated request for an amendment to the City of Marysville Comprehensive Plan.

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<b>File No.:</b>	PA08001 – Staff Initiated Map Amendment # 2
<b>Reference Tax Account No:</b>	30051500308200, 30051500308300, 30051500308400, 30051500300200 & Tract 999
<b>Owners:</b>	Meg A. Kelly-Smith 5804 100 <sup>th</sup> St. NE Marysville, WA 98270  Angela L. & Dean K. Knight 5810 100 <sup>th</sup> St. NE Marysville, WA 98270  Carrol L. Bailey 5816 100 <sup>th</sup> St. NE Marysville, WA 98270  Cheryl A. Brager 9326 55 <sup>th</sup> Ave. NE Marysville, WA 98270
<b>Site Address:</b>	5804, 5810, 5816 & 5822 100 <sup>th</sup> St. NE
<b>Acreage (approx.):</b>	1.44
<b>Date of Report:</b>	April 18, 2008
<b>Nature of Request:</b>	Amend the Comprehensive Plan Map designation of approximately 1.44-acres from Recreation to High Density Single Family. The purpose of the requested change is to align the City of Marysville's Comprehensive Plan Designation with Snohomish County's Future Land Use Designation for the site and to reflect the actual development/ use of the site (single family residential).
<b>Current Land Use Designation:</b>	Recreation
<b>Proposed Land Use Designation:</b>	High Density Single Family

**Current County FLU:** Urban Low Density Residential (ULDR)  
**Current County Zoning:** R-9600  
**Current City Designation:** Recreation



**Existing Uses:** Single family development  
**Size:** 1.44-acres

Recommendation:

Change the Comprehensive Plan land use designation from Recreation to High Density Single Family. The purpose of the request is to allow the land use designation to reflect the County Future Land Use designation and the actual use of the properties (single family residential).

Analysis:

The site appears to comply with the criteria and standards outlined in the Marysville Comprehensive Plan for designating property

single-family (identified on page 4-14). Four parcels and one private road tract are included within the request area.

*LOCATIONAL CRITERIA*

*Land Use Relationships*

- Mother Nature’s Window, a County-owned Community Park, surrounds the subject properties to the west, south and a small panhandle strip to the east. Surrounding land uses to the north and east are high density, single family. The site is on a bus route (100<sup>th</sup> St. NE) and is approximately 1/3 of a mile from Cascade Elementary School.

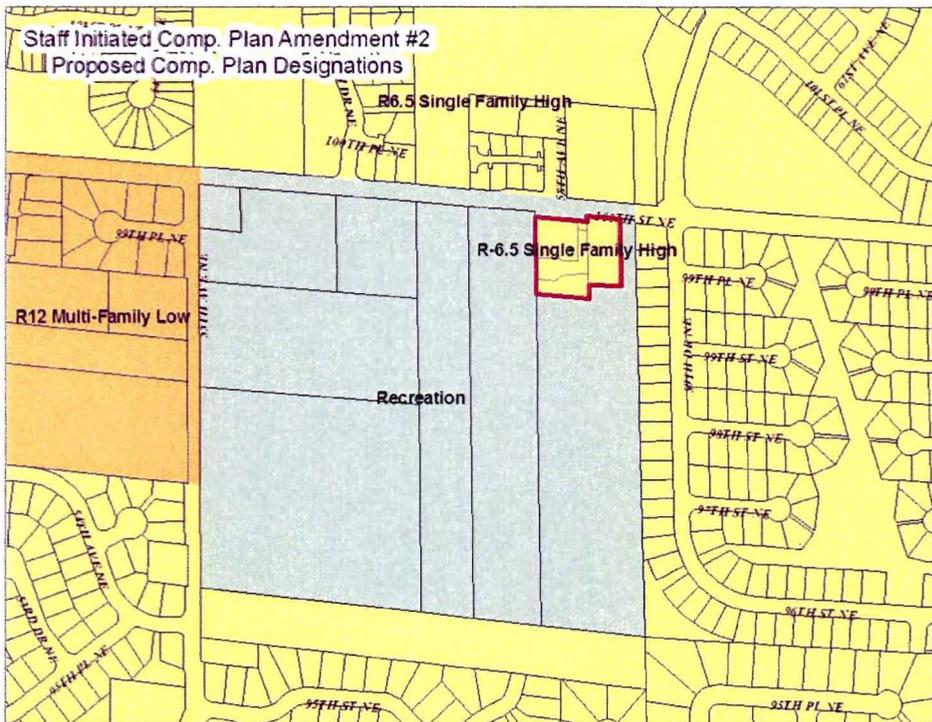
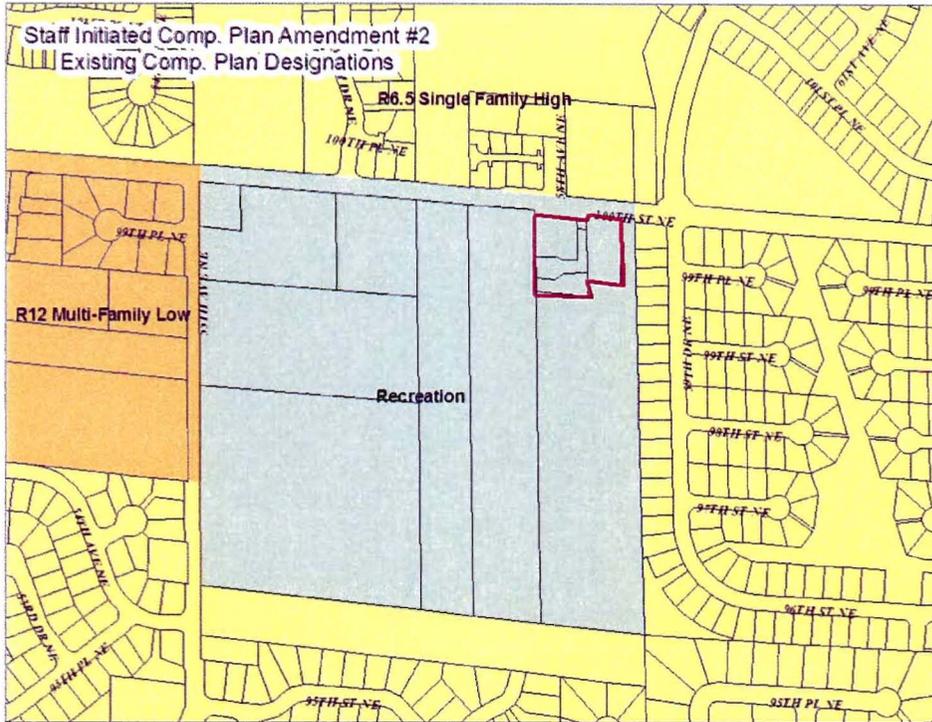
*Neighborhood Structure where the single family development will be placed*

- Surrounding development consists of high density single family development.

*Development Criteria*

- The site is already developed with a mixture of newer and older single family residences.
- The four parcels included in this request were developed under county regulations. Once annexed, any new residential development of the site would be required to comply with City of Marysville codes and regulations governing single family development.

## Existing and Proposed Land Use Designations



**CITY OF MARYSVILLE  
ENVIRONMENTAL CHECKLIST  
RCW 197-11-960**

**Staff Initiated Comp Plan Amendment No. 2  
100<sup>th</sup> St. NE Land Use Designation Change**

*Purpose of Checklist:*

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

*Instructions for Applicant:*

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

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

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

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

*Use of checklist for non-project proposals:*

Complete this checklist for non-project proposals, even though questions may be answered “does not apply”. In addition, complete the *Supplemental Sheet for Non-Project Action (part D)*.

For non-project actions, the references in the checklist to the words “project”, “applicant”, and “property or site” should be read as “proposal”, “proposer”, and “affected geographic area”, respectively.

**A. BACKGROUND**

1. Name of proposed project, if applicable:  
**Staff Initiated Comprehensive Plan Amendment No. 2**
2. Name of applicant:  
**City of Marysville**
3. Address and phone number of applicant and contact person:  
**Gloria Hirashima, CD Director  
City of Marysville  
Community Development Department  
80 Columbia Avenue  
Marysville, WA 98270  
(360) 363-8100**
4. Date checklist prepared:  
**April 18, 2008**
5. Agency requesting checklist:  
**City of Marysville**
6. Proposed timing or schedule (including phasing, if applicable):  
**2008 Marysville Comprehensive Plan Amendment cycle**
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.  
**N/A – Non-project action**
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.  
**Environmental information will be prepared upon submittal of a specific development proposal.**
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.  
**None known**
10. List any government approvals or permits that will be needed for your proposal, if known.  
**Marysville City Council approval of a Comprehensive Plan Amendment**
11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Amend the Comprehensive Plan Map designation of approximately 1.44-acres from Recreation to High Density Single Family. The purpose of the requested change is to reflect the actual development/use of the site (single family residential).

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

**The proposed Comprehensive Plan Amendment includes five parcels generally located within the Kellogg Marsh Neighborhood, on the south side of 100<sup>th</sup> St. NE, just west of the intersection of 100<sup>th</sup> St. NE and 59<sup>th</sup> Ave. NE. The amendment request encompasses parcel numbers 30051500308200, 30051500308300, 30051500308400, 30051500300200 and a portion of private road.**

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

- a. General description of the site (*bold/italic*): *Flat*, rolling, hilly, steep slopes, mountainous, other.

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

**The Smokey Point Subarea is relatively flat with maximum slopes approaching 5%**

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

**According to the Soil Survey of Snohomish County the site is mainly comprised of Norma loam and Custer fine sandy loam soils.**

- d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

**None known**

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

2. AIR

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

3. WATER

- a. Surface:

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

**None known**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**No**

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

**N/A – Non-project action**

b. Ground:

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

**N/A – Non-project action**

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

**N/A – Non-project action**

c. Water Runoff (including storm water):

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**Future project actions will require compliance with Marysville Municipal Codes and Department of Ecology Standards as applicable.**

4. PLANTS

a. Check or circle types of vegetation found on the site (*bold/italic*): **N/A**

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

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

**N/A – Non-project action**

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

None known

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

**N/A – Non-project action**

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (*bold/italic*): **N/A**

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

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

**No threatened or endangered animal species are known to exist on or in the vicinity of the proposed comprehensive plan amendment boundary.**

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

**The City of Marysville is located within the “Pacific Flyway.”**

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

**N/A – Non-project action**

6. Energy and Natural Resources

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

7. Environmental Health

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

**No**

- 1) Describe special emergency services that might be required.

N/A – Non-project action

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

N/A – Non-project action

b. Noise

- 1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project action

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

N/A – Non-project action

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

N/A – Non-project action

8. Land and Shoreline Use

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

**The site is currently developed with four single family residences. Three of the properties were created by a short subdivision that was recorded in 2004. Surrounding uses include Mother Nature’s Window, a Community Park owned by Snohomish County to the east, south and west; and residential development to the north across 100<sup>th</sup> St. NE.**

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

**Not known**

- c. Describe any structures on the site.

**There are four single family residences on the site; a 1,500 SF residence constructed in 1924, two 1,900 SF residences constructed in 2005, and an 832 SF residence constructed in 1928.**

- d. Will any structures be demolished? If so, what?

**N/A – Non-project action**

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

**N/A – currently outside of city limits**

- f. What is the current comprehensive plan designation of the site?

**Recreation**

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

The site does not contain nor is it near any designated shorelines within the City of Marysville Shoreline Management Master Program.

- h. Has any part of the site been classified as an “environmentally sensitive” area? If so, specify.  
**None known**
- i. Approximately how many people would reside or work in the completed project?  
**N/A – Non-project action**
- j. Approximately how many people would the completed project displace?  
**N/A – Non-project action**
- k. Proposed measures to avoid or reduce displacement impacts, if any:  
**N/A – Non-project action**
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:  
**N/A – Non-project action**

9. Housing

- a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.  
**N/A – Non-project action**
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.  
**N/A – Non-project action**
- c. Proposed measures to reduce or control housing impacts, if any:  
**N/A – Non-project action**

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?  
**N/A – Non-project action**
- b. What views in the immediate vicinity would be altered or obstructed?  
**N/A – Non-project action**
- c. Proposed measures to reduce or control aesthetic impacts, if any:  
**N/A – Non-project action**

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?  
**N/A – Non-project action**
- b. Could light or glare from the finished project be a safety hazard or interfere with views?  
**N/A – Non-project action**
- c. What existing off-site sources of light or glare may affect your proposal?  
**N/A – Non-project action**
- d. Proposed measures to reduce or control light and glare impacts, if any:  
**N/A – Non-project action**

12. Recreation

- a. What designated and informal recreation opportunities are in the immediate vicinity?  
**The site is surrounded by Mother Nature’s Window, a Community Park owned by Snohomish County.**
- b. Would the proposed project displace any existing recreational uses? If so, describe.  
**N/A – Non-project action**
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:  
**N/A – Non-project action**

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.  
**There are no places or objects listed on, or proposed for local, state or federal preservation registers on or near the site.**
- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.  
**To the best knowledge of the applicant, no landmarks or evidence of historic, archeological scientific or cultural importance exist on the site.**
- c. Proposed measures to reduce or control impacts, if any:  
**N/A – Non-project action**

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.  
**The SFRs access directly from 100<sup>th</sup> St. NE. and via a private road off of 100<sup>th</sup> St. NE.**

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

**Yes, Community Transit has an active service along 100<sup>th</sup> St. NE.**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

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

**N/A – Non-project action**

15. Public Services

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

**N/A – Non-project action**

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

**N/A – Non-project action**

16. Utilities

- a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other. **N/A – Non-project Action**

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

**N/A – Non-project action**

C. SIGNATURE

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

Signature: Tiffany Br. [Signature]

Date: 4/18/08

#### D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

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

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

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

**The proposal is a non-project action. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.**

Proposed measures to avoid or reduce such increases are:

**None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.**

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

**This proposal is a non-project action. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.**

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

**This proposal is non-project action. Therefore, the proposal in and of itself will not deplete energy or natural resources.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.**

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

**This proposal is a non-project action. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.**

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

**The site is not located near a shoreline.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.**

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

**This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities.**

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

**None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.**

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

**No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.**

**ADDENDUM NO. 14  
TO THE  
FINAL ENVIRONMENTAL IMPACT STATEMENT  
FOR THE CITY OF MARYSVILLE  
COMPREHENSIVE PLAN**

**Adoption of Staff-Initiated Map Amendments to the Marysville  
Comprehensive Plan**

Prepared Consistent with

The Washington State Environmental Policy Act of 1971  
Chapter 43.21C Revised Code of Washington  
Chapter 197-11, Washington Administrative Code  
Marysville Municipal Code Title 19



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

Date of Issuance: July 23, 2008

## FACT SHEET

**File Number:** PA 08001

**Project Title:** 2008 City-Initiated Comprehensive Plan Map Amendments

**Proposed Action:** The proposed NON-PROJECT action is adoption, by Marysville City Council, amendments to the City of Marysville Comprehensive Plan map.

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

Both amendments were considered in the Snohomish County Comprehensive Plan DEIS and FEIS. No additional significant impacts beyond those identified in the FEIS and earlier SEPA documents are expected to occur. To the extent that the existing environmental documents listed in this Addendum or other published documents have analyzed such changes, no additional non-project action environmental review will be required.

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

- Draft Environmental Impact Statement dated January 13, 2005
- Final Environmental Impact Statement dated April 2005
- Snohomish County "Final Environmental Impact Statement for the 10 Year Update"
- Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"

**Description of Proposal:** Adoption of two (2) staff-initiated amendments revising the city's GMA Comprehensive Plan map.

**Staff Initiated Amendment # 1:** Amend the Comprehensive Plan Map designation of approximately 2.45-acres from Medium Density Single-Family to Low Density Multi-Family.

**Tax Parcels:** 30050900407700, 30050900402400 & 30050900402200.

**Site Address:** 4314 and 4301 113<sup>th</sup> Pl. NE.

**Staff Initiated Amendment # 2:** Amend the Comprehensive Plan Map designation of approximately 1.44-acres from Recreation to High Density Single Family.

**Tax Parcels:** 30051500308200, 30051500308300, 30051500308400, 30051500300200 & Tract 999.

**Site Address:** 5804, 5810, 5816 & 5822 100<sup>th</sup> St. NE.

**Lead Agency:** City of Marysville  
Community Development Department  
80 Columbia Avenue  
Marysville, WA 98270

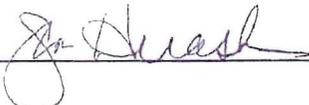
**Required Approval:** City of Marysville Council – Ordinance Adoption  
Washington State Department of Community Trade and Economic  
Development (CTED) – coordination of State comments

**Circulation and Comment:** This addendum, or notice of availability, is being sent to all recipients of the previously issued FEIS as required by WAC 197-11-625. No comment period is required for this addendum under WA 197-11-502(8)(c).

**Contact Person:** Libby Grage  
Associate Planner  
(360) 363-8215  
[lgrage@marysvillewa.gov](mailto:lgrage@marysvillewa.gov)

**Date of Issuance:** July 23, 2008

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

**Signature:**  \_\_\_\_\_



## MARYSVILLE PLANNING COMMISSION

May 13, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the May 13<sup>th</sup>, 2008 Meeting of the Marysville Planning Commission to order at 7:05 p.m.

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Steve Leifer, Becky Foster, Deidre Kvangnes, Toni Mathews, Michael Stevens

**Staff:** Chris Holland, *Senior Planner*  
Libby Grage, *Associate Planner*  
Amy Hess, *Recording Secretary*

**Absent:**

### APPROVAL OF MINUTES:

May 6, 2008

**Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes, with Commissioner Stevens abstaining, to approve the May 6, 2008 minutes as amended. Motion carries, (6-0).

### PUBLIC HEARING:

None

### PUBLIC COMMENT:

Pauline Miller, 4900 80<sup>th</sup> St NE, Marysville 98270

Ms. Miller stated that she and a group of her neighbors had written to Council three years ago requesting sidewalks in their neighborhood. Most citizens of this development are in walkers and wheelchairs, and the roads are not large enough to safely travel on if you are in a wheelchair or walker. She also explained that she had photos depicting how close you would be to traffic if you did use the side of the road.

Chairman Muller wanted to know if they had received a response from Council.

Ms. Miller stated that they had gotten a letter thanking them for their concern and that it stated the City would look into the problem. This was three years ago and

they have not seen anything happen yet. She also stated that she had spoken to two city employees, whose names she could not remember, that told her it was very important that she and her group attend this meeting of the Planning Commission.

Chairman Muller explained that the Planning Commission does not have control over budget, that they are only an advisory commission, having no authority over these matters.

Chris Holland clarified that the transportation plan is a 20-year policy plan which he believed would encompass the concerns and suggested that the Traffic Safety Committee may be a group that could research the concerns.

Chairman Muller suggested again that the group attend a Council meeting. Mr. Holland stated that he would send an email to Pat Gruenhagen, with the Traffic Safety Committee, and let him know about their concerns.

## **NEW BUSINESS:**

### **Workshop**

Mr. Holland gave an overview of the 3 items on the agenda. He then went into the first item:

1. Citizen Initiated Comp Plan Amendment No. 2 (Smokey Point Commercial, LLC)

Mr. Holland gave a summary of the non-project site and the request of the applicant, stating that Staff recommends designating the area Mixed Use zoning rather than High Density Multi Family as the applicant had requested. He explained that the Mixed Use would serve as a softening buffer between the existing single-family developments to the north and east. Staff is requesting one condition: that road connections be planned for and incorporated into project design, and that the City Engineer shall have final authority on design and location of the roadway connections. He invited questions or comments from the Commissioners.

Chairman Muller stated that the report seemed straight forward.

2. Staff Initiated Comp Plan Amendments

Ms. Grage gave an overview of the two staff initiated Comp Plan Amendments. She explained that in preparation for future annexation, staff looked at what the county had designated in the UGA and what the City had proposed in the Comp Plan. The outcome of this was that two changes needed to be made to align the zoning upon annexation.

PA08001-Staff Initiated Map Amendment #1:

Ms. Grage explained the current County zoning and the proposed City zoning. After review, staff recommends the 2.45 acre site be changed from High Density Single Family to Low Density Multi Family.

PA08001-Staff Initiated Map Amendment #2:

Current County zoning and proposed City zoning were described by Ms. Grage. After review, Staff recommends to change the land use designation from Recreation to High Density Single Family.

She opened the floor for questions or comments.

Chairman Muller questioned why Staff was recommending higher density.

Mr. Holland explained that the surrounding area is designated high density, single-family and the implementing zone is R-6.5, which is what staff is recommending.

Commissioner Leifer questioned how the staff initiated request comes about.

Mr. Holland explained that as the City prepares for future annexation of these unincorporated areas, inconsistencies between the county zoning and the zoning in the City's Comp Plan came to light. These changes were being recommended so that when the City does annex, no further rezoning has to be done. Mr. Holland stated that the City is trying to align with future development.

Commissioner Foster recommended that the Commissioners attend the Open House on May 20<sup>th</sup> at the Fidelity Grange.

Commissioner Kvangnes questioned if there were any indications that these issues did not have the support of citizens.

Ms. Grage responded that she had received some phone calls regarding what was going on, but that none of the comments seemed to be negative.

#### **ADJOURNMENT:**

**Motion** made by Commissioner Kvangnes, seconded by Commissioner Foster to adjourn at 7:38 p.m. Motion passed unanimously, (7-0).

#### **NEXT MEETING:**

June10, 2008

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Amy Hess, Recording Secretary



## MARYSVILLE PLANNING COMMISSION

September 9, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the September 9, 2008 Meeting of the Marysville Planning Commission to order at 7:02 p.m. The following staff and commissioners were present:

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Steve Leifer, Toni Mathews, Michael Stevens, Becky Foster,

**Staff:** Traffic Engineer John Tatum, Senior Planner Chris Holland, Associate Planner Libby Grage, City Engineer John Cowling, Recording Secretary Amy Hess

**Also Present:** Larry Toedli from *The Transpo Group*

**Absent:**

### APPROVAL OF MINUTES:

August 12, 2008

Commissioner Leifer requested further documentation regarding his question pertaining to frontage improvements.

**Motion** made by Commissioner Stevens, seconded by Commissioner Mathews to approve the August 12, 2008 meeting minutes as amended. Motion carries, (7-0).

### PUBLIC HEARING:

#### **2008 Marysville Comprehensive Plan Amendments**

**B. PA08001-Staff Initiated Map Amendment No. 1 amending the Comprehensive Plan Map designation of 2.45 acres from Medium Density Single-Family to Low Density Multi-Family.**

Associate Planner Libby Grage gave an overview of Amendment No. 1, giving a brief history of how these amendments came about including differences between County and City prospective land uses which were determined to warrant amendments to the Comprehensive Plan. The City recommended a change from Medium Density Single-Family to Low Density Multi-family in order to align with the County's land use designations.

Chairman Muller solicited public comment.

**Public Comment:**

Gary Parkes 17622 27<sup>th</sup> Ave NE Marysville WA 98270

Mr. Parkes questioned the difference between the land use designations. Ms. Grage explained that the difference was in the allowable dwelling units per acre dictated by the land use designations.

Seeing no further comments, Chairman Muller closed public testimony on this matter, and, hearing no comments from commissioners, solicited a motion.

**Motion** made by Commissioner Stevens, seconded by Commissioner Kvangnes to approve the Staff Initiated Map Amendment No. 1 as presented and forward it on to City Council. Motion passes unanimously (7-0).

**C. Staff Initiated Map Amendment No. 2**

Associate Planner Grage gave an overview of current land use designation and stated that Staff recommended changing this designation in order to correspond with current County land use designation and current surrounding property use.

Chairman Muller solicited Public comment, there was none, so he closed public testimony.

Commissioner Stevens questioned the map designating a small strip remaining Recreation, Ms. Grage stated it would remain as it was not within City jurisdiction but County and was part of the Park owned by the County.

**Motion** made by Commissioner Foster, Seconded by Commissioner Stevens to approve Staff Initiated Map Amendment No. 2 and send to Council as presented. Motion passes unanimously (7-0).

**A. Transportation Element Update**

Chris Holland entered three more items into record which included emails from Cindy Grayson and Snohomish County Public Works, a letter from Lake Stevens, and a letter from WSDOT. He requested that the Planning Commission accept a

new policy pertaining to roadway connections and extensions and add it to the policies of the Mobility Options. After further review, staff felt that this was a necessary policy that had been left out. The Road Extension Map Figure 13 had been updated and needed to replace the previous Figure 13 in the Update. Mr. Holland then turned the discussion over to John Tatum for an overview of the Transportation Plan.

John Tatum began with his overview of the Transportation Element. The Travel Forecast model was discussed including the 2035 Horizon Year and projects that are currently underway which are intended to fit into this plan. Mr. Tatum related the major issues that the City had come up against and the alternatives that were developed in response to these issues. System Framework, including the improvements that would be needed, were discussed as well as how the Financial Package was developed to achieve the goals by the Horizon year.

The Bicycle System was discussed including the gaps that currently exist as well as plans to improve the system in the near future and long term goals. Mr. Tatum stated that the City felt that the Pedestrian System needs to be studied and evaluated before a program can be developed.

The Level of Service Standard was discussed for the current intersections within the city, noting that no intersections would be exempt and that all would be addressed and improved upon. Commissioner Foster questioned what the Level of Service Standards would be next year on SR-531 once the Clovers were finished. Mr. Tatum responded that they would be in the B or C range adding that the intersections to the West would be within the standards, intersections to the East would need improvement. Mr. Tatum stated that RTID was not approved nor funded at this time for the intersection in question.

Finally Mr. Tatum gave the Key Points of the Plan including flexibility, the four year update cycle, and non-motorized improvements.

Commissioner Muller solicited Public Testimony. It was noted that September 15<sup>th</sup> would be the last date to submit any testimony to the City.

### **Public Comment**

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger asked for clarification on the Bicycle Plan regarding what improvements were being made in the Smokey Point area, specifically West of the freeway. He felt that there were some dangerous areas as they are narrow two lane roads with new shoulders. Mr. Tatum explained that a shoulder widening project would be implemented which is a joint use type shoulder. Mr. Critsinger felt that this type of proposal did not be feasible. Mr. Tatum responded that this part of the project was considered long range and it was currently not in the Marysville UGA so

the County would be responsible for development and for the funding of it. Mr. Critsinger wanted to make sure that what was being proposed would actually be achievable before he was no longer around to see it.

Mr. Critsinger questioned the 156<sup>th</sup> St. intersection to 152<sup>nd</sup> extending East to Hwy 9. More connections are being made to Hwy 9. Mr. Tatum responded that this is in the County so at this point in time, the City can only make recommendations to the County. Mr. Toedli added that this is merely a recommendation to the County and the City can continue to monitor the County's plan and continue to make recommendations in the future. Mr. Tatum stated that a concept had to be agreed upon first and then further work could be done on details and design plans.

Ken Weston, 7807 77<sup>th</sup> St. NE Marysville WA 98270

Mr. Weston stated that he drives 88<sup>th</sup> St. many times a day and week and it does have its moments of problems. He could not picture the widening of 88<sup>th</sup> and the impacts it would have on the neighbors and residents. What about the possibility of leaving 88<sup>th</sup> as is and making improvements farther East where there are fewer residents, he wanted to know. What about Armar Rd. being widened? Commissioner Muller responded that most of Armar Rd. is outside the City. He discussed the other options such as 116<sup>th</sup> and that the studies showed that 88<sup>th</sup> was the best option adding that 152<sup>nd</sup> would be improved upon. Mr. Weston stated that he understood that funding was tight and felt that improvements could have been made to better serve residents. Grove St. was discussed, including on and off ramps as well as an overcrossing as potential solutions.

Mr. Weston was concerned about a closure on 84<sup>th</sup> St. West of the High School and that it seemed like a bad idea to close any roadways at this point in time. Mr. Tatum used the map to show that all connecting roadways would be maintained and that an 84<sup>th</sup> St. intersection would be very awkward. Mr. Westin stated that closing 84<sup>th</sup> would be adding much more traffic to the proposed roadways.

Jeri Short, 6917 40<sup>th</sup> St. NE Marysville WA 98270

Ms. Short stated that the widening of 88<sup>th</sup> would include moving the grave yards and was upset that nobody would discuss this. She didn't want to have to move anyone's loved ones for the sake of progress. She stated that we are the only nationality that would consider moving the dead and that if we went across the freeway, no one would allow it. Ms. Short said that she was made sick by the thought of moving our dead for the sake of progress and roads and that everyone seemed to be in too much of a rush.

Second, she wanted to know what plans Marysville had to use the railroad to benefit itself. Commissioner Muller stated that we have looked at commuter sites along the railroad. She said long term planning is piece meal and this takes the rights away from people to do what they want to do with their land.

Andy Hovik, 5207 88<sup>th</sup> St. NE Marysville WA 98270

Mr. Hovik wanted to know how wide 88<sup>th</sup> is planned to be? Approximately 90' total, 45' from centerline, responded John Cowling. Would the new Getchell Hill be 3 or 4 lanes? Mr. Tatum responded that it was three lanes. Mr. Hovik wanted to know if the 88<sup>th</sup> St. widening project would actually occur since it seemed that it had been on the County's plan for the last 20 years. Mr. Tatum stated that intersection improvements would have to be done first and that it was the intersections that were the problem areas. These projects are subject to funding and the proposed time frame is 2016-2025. Commissioner Muller added that at this time, 88<sup>th</sup> is under control of the County, not the City.

Kristin Kinnamon: 5708 91<sup>st</sup> Pl. NE Marysville WA 98270

Ms. Kinnamon discussed the policy section of the Transportation Plan and was concerned that the plans do not live up to these policies. She stated that 88<sup>th</sup> is a good example of this. The current speed of 30 mph is a speed that, if a pedestrian or cyclist were to be struck by a vehicle, would be survivable. At the 45 mph proposed design for 88<sup>th</sup>, pedestrians and cyclists who might get hit would be dead. She added that she had a concern about the lack of landscape buffer in the design standards and the comfort level of not only drivers but cyclists and pedestrians. She felt that this plan failed in the way of Quality of Service Standards for cyclists and pedestrians.

Access to the Centennial Trail connections was a concern of Ms. Kinnamon's. She felt that there was not a good access plan on 100<sup>th</sup> and 108<sup>th</sup>, as the steepness of these roads are an issue. Hwy 9 and 84<sup>th</sup> crossing was a better option she thought.

Traffic impact fee assessments were another concern as there are serious gaps in the sidewalks. Ms. Kinnamon thought that Impact Fees should be used to fill the gaps in the sidewalk systems. Mr. Toedli responded that some of these areas are included in SEPA requirements and that, legally, the use of impact fees are restricted in certain ways.

Lastly, single point urban interchanges were discussed. These ideas were important to get cyclists and pedestrians across safely because these types of interchanges are not friendly to that type of use. The language on Page 62 of the plan was a concern she had because of restraints on bike lanes and pedestrian facilities. She was concerned that as funding gets tight, bike and pedestrian plans are the first to go. Ms. Kinnamon requested that the City consider her comments to allow for safe and comfortable travel for cyclists and pedestrians.

Debra Godby, 8811 55<sup>th</sup> Ave. NE Marysville WA 98270

Ms. Godby wanted to know that if the City put in what she referred to as a "freeway" on 88<sup>th</sup>, how do residents get their fences and trees moved?

Mr. Cowling responded that appraisals would be done for each piece of property and discussion with each property owner would follow. Right of Way would first have to

be established. Ms. Godby stated that she completely agreed with Ms. Kinnamon regarding driveway access from 88<sup>th</sup>. Mr. Tatum stated that there would be many intersections and signals before the roadway was widened. 88<sup>th</sup> St. is the most direct East-West pathway. Mr. Toedli added that leaving 88<sup>th</sup> as a three lane road forces more traffic onto roadways such as 51<sup>st</sup> and 55<sup>th</sup> which were not designed to handle this amount of traffic. Ms. Godby stated again that she was opposed to turning 88<sup>th</sup> St. into a “freeway”.

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger wanted to know what the 67<sup>th</sup> Ave. plans from 172<sup>nd</sup> South were. Mr. Tatum stated that it connects to Centennial Trail and that there will be shoulders and bike facilities provided from the South by Marysville and from the North by Arlington and that the County is requesting a bike facility, not defining what that might be, for this area.

### **Commissioner Comments**

Commissioner Leifer questioned the letter from Tom Washington at WSDOT and whether or not Mr. Tatum was familiar with this letter. Mr. Tatum responded that he had received this letter today and had read it. Mr. Leifer questioned whether there would actually be as large of a short fall as was discussed in this letter and how would we achieve the Level of Service Standards if these state funded improvements did not occur. Mr. Tatum stated that the short term projects are funded, but that the computations will be reworked in four years when the Transportation Plan is renewed again. Whether or not many of the interchanges are funded and developed *will* play a major role in the Level of Service Standards for long term projects. Levels of Service at the State ramps would in fact be affected by this short fall. The bridge on 529 as well as the Smokey Point interchanges were, as far as Mr. Tatum knew, still on track for completion in 2010.

Commissioner Leifers second question was regarding the cost analysis on State Ave. projects listed in the Plan that he felt were inaccurate. Mr. Tatum responded that the Plan had been modified regarding the project Mr. Leifer had brought up in the previous meeting. The model was inaccurate in its number of lanes and the cost model was ratified to reflect this. Mr. Toedli stated that he was confident that the other cost models had been rechecked and were accurate.

### **B. PA 08001-2 - Citizen Initiated Map Amendment “Wakefield-Lakewood” amending the Comprehensive Plan Map and concurrently Rezone of 13 acres from General Commercial to Mixed Use, subject to the conditions outlined.**

Chris Holland gave a brief overview of this request. Staff suggested rezoning from General Commercial to Mixed-Use instead of High Density Multi-Family as the applicant had requested. Staff felt that this could function as a softening aspect.

Chairman Muller opened up for Public Testimony.

### **Applicant Comment**

Daniel Eernisse, Smokey Point Commercial, LLC 1457 130<sup>th</sup> Ave. NE Bellevue WA 98005

Mr. Eernisse stated that the applicant was in support of the Staff Recommendation stating that it allowed for more uses and flexibility.

Commissioner Foster questioned the applicant on how many units were planned and how Lakewood Scholl district responded. Daniel responded that the School District would require him to pay a fee for each unit over 2 bedrooms. As a marketable strategy, they were planning one bedroom and studio units.

### **Public Comment**

Gary Parkes 17622 27<sup>th</sup> Ave NE Marysville WA 98270

Mr. Parkes requested that Commission deny this based on all of the information being incorrect. He stated that the information supplied was incorrect including the total number of units in the surrounding area. The proposed roads had no access to 27<sup>th</sup> Ave he added, stating that it is private property.

Chris Holland stated that the dotted lines on the maps were only proposed, that they could change as development occurred. Mr. Cowling added that 27<sup>th</sup> is public right of way from 172<sup>nd</sup> to the edge of Lakewood Commons. Mr. Parkes argued that there was no road and that the map provided did not depict a proposed road. Mr. Parkes added that he was opposed to the zoning change as there has been too much development with no thought of roads. Since annexation, building and traffic has become much worse in this area.

On his own accord, Mr. Parkes stated that he is opposed to the rezone of this site.

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger stated that he concurs with the mixed use designation being proposed. He is on the 5 acres immediately to the North of the subject property. He stated that he felt it is transitional and compatible with the existing development.

Chairman Muller closed public testimony and solicited a Motion to approve.

**Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes to approve Citizen Initiated Map Amendment No. 2 as recommended by Staff. Motion passes (6-0), with Commissioner Stevens abstaining from the vote.

**NEW BUSINESS:**

None

**ADJOURNMENT:**

**Motion** made by Commissioner Andes, seconded by Commissioner Mathews, to adjourn at 9:00 p.m. Motion passed unanimously, (7-0).

**NEXT MEETING:**

September 23, 2008

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Amy Hess, Recording Secretary

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING ORDINANCE NO. 2569 AND THE MARYSVILLE GROWTH MANAGEMENT COMPREHENSIVE PLAN BY APPROVING THE 2008 STAFF INITIATED AMENDMENT REQUESTS NO. 1 & 2, WHICH AMEND THE COMPREHENSIVE PLAN'S LAND USE MAP DESIGNATIONS FOR URBAN GROWTH AREA PROPERTY IN THE 4300 BLOCK OF 113<sup>TH</sup> PL. NE FROM MEDIUM DENSITY SINGLE FAMILY TO LOW DENSITY MULTIPLE FAMILY AND IN THE 5800 BLOCK OF 100<sup>TH</sup> ST NE FROM RECREATION TO HIGH DENSITY SINGLE FAMILY, PURSUANT TO THE CITY'S ANNUAL AMENDMENT AND UPDATE PROCESS.

WHEREAS, on April 25, 2005 the Marysville City Council enacted Ordinance No. 2569 adopting an updated Growth Management Comprehensive Plan ("Comprehensive Plan") for the City of Marysville; and

WHEREAS, the Growth Management Act allows jurisdictions to amend comprehensive plans once a year, except in those situations enumerated in RCW 36.70A.130(2)(a); and

WHEREAS, on January 27, 1997 the Marysville City Council adopted Resolution No. 1839, providing for procedures for annual amendment and update of the City's Comprehensive Plan; and

WHEREAS, on May 27, 2002 the Marysville City Council adopted Ordinance No. 2406, adding Chapter 18.10 of the Marysville Municipal Code (MMC) entitled "Procedures for Legislative Actions" which establishes procedures for processing and review of legislative actions relating to amendments or revision to the Comprehensive Plan and Development Regulations; and

WHEREAS, the 2008 Comprehensive Plan amendments include Staff Initiated Amendment Request # 1, which proposes to revise the Comprehensive Plan's Land Use Map designation for the property located in the City's Urban Growth Area at 4301 & 4314 113<sup>th</sup> Pl. NE (Tax Parcel Numbers 30050900407700, 30050900402200 & 30050900402400), from Medium Density Single Family to Low Density Multiple Family; and Staff Initiated Amendment Request # 2, which proposes to revise the Comprehensive Plan's Land Use Map designation for the property located in the City's Urban Growth Area at 5804, 5810, 5816 & 5822 100<sup>th</sup> ST NE (Tax Parcel Numbers

ORDINANCE -2008 Comp Plan Amendment Staff #1 & 2

30051500308200, 30051500308300, 30051500308400, 30051500300200, and Tract 999 of the short plat recorded under AFN 200401165184), from Recreation to High Density Single Family; and

WHEREAS, on July 23, 2008, the City issued Addendum # 14 to the Final Environmental Impact Statement for the City of Marysville Comprehensive Plan, which addresses the environmental impacts of Staff Initiated Amendment Requests # 1 and # 2, both of which are non-project proposals; and

WHEREAS, the City has submitted the proposed 2008 Comprehensive Plan Land Use Map amendments to the Washington State Department of Trade, Community, and Economic Development for its review; and

WHEREAS, the Marysville Planning Commission, after review of the proposed 2008 Comprehensive Plan Land Use Map amendments, held a public workshop on May 13, 2008 and held a public hearing on September 9, 2008 and received testimony from property owners, staff and other interested parties following public notice; and

WHEREAS, on October 13, 2008, the Marysville City Council reviewed the Planning Commission's recommendation to approve the proposed 2008 Staff Initiated Comprehensive Plan Land Use Map amendments; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The City Council hereby amends the Marysville Growth Management Comprehensive Plan and Ordinance 2569, as amended, by adopting 2008 Staff Initiated Amendment Requests # 1 and 2, which revise the Comprehensive Plan's Land Use Map designation for the property located at 4301 & 4314 113<sup>th</sup> Pl. NE (Tax Parcel Numbers 30050900407700, 30050900402200 & 30050900402400), from Medium Density Single Family to Low Density Multiple Family; and which revise the Comprehensive Plan's Land Use Map designation for the property located at 5804, 5810, 5816 & 5822 100<sup>TH</sup> ST NE (Tax Parcel Numbers 30051500308200, 30051500308300, 30051500308400, 30051500300200, and Tract 999 of the short plan recorded under AFN 200401165184), from Recreation to High Density Single Family.

Section 2. The Marysville Community Development Department is hereby directed to amend the maps of the Marysville Growth Management Comprehensive Plan consistent with this ordinance, and this amendment shall be included with the Comprehensive Plan filed in the office of the City Clerk and shall be available for public inspection pursuant to MMC 18.08.040.

PASSED by the City Council and approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

CITY OF MARYSVILLE

By \_\_\_\_\_  
DENNIS KENDALL, MAYOR

ATTEST:

By \_\_\_\_\_  
TRACY JEFFRIES, CITY CLERK

Approved as to form:

By \_\_\_\_\_  
GRANT K. WEED, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date (5 days after publication): \_\_\_\_\_

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE:** November 24, 2008

<b>AGENDA ITEM:</b> Hylback & Young Rezone – PA 08038	<b>AGENDA SECTION:</b>	
<b>PREPARED BY:</b> Chris Holland, Senior Planner	<b>AGENDA NUMBER:</b>	
<b>ATTACHMENTS:</b> 1. Ordinance affirming rezone 2. Application & Supporting Information 3. Conceptual future site plan 4. Hearing Examiner Recommendation dated 10/24/08 5. Hearing Examiner Minutes dated 10/23/08 6. Staff Recommendation dated 10/10/08 7. DNS dated 9/12/08	<b>APPROVED BY:</b>	
	<b>MAYOR</b>	<b>CAO</b>
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>	

Joel C. Hylback and Ronald P. Young submitted an application proposing a NON-PROJECT action Rezone of approximately 3.02-acres from R-12 (multi-family, medium density) to MU (mixed use). The proposed rezone request is located directly north of Gissberg Twin Lakes Park, approximately 1,600' west of Twin Lakes Avenue and southeast of the Crystal Tree Village mobile home park.

Rezoning the property would allow a future administrative project-action proposal in order to incorporate a mix of apartment housing, commercial office space and retail shopping. Under current zoning (R-12) a mix of commercial uses would not be permitted at this location. The MU zoning designation is consistent with the adjacent property to the east owned by Mr. Hylback & Mr. Young, which is also zoned MU.

The Hearing Examiner held a public hearing on the rezone application on October 23, 2008 and adopted Findings, Conclusions and Recommendation of approval of the rezone request subject to three (3) conditions.

<b>RECOMMENDED ACTION:</b>  Staff recommends council affirm the decision of the Hearing Examiner, rezoning the property from R-12 (multi-family, medium density) to MU (mixed use), and authorize the Mayor to sign the ordinance amending the official zoning map of the City.
<b>COUNCIL ACTION:</b>

**CITY OF MARYSVILLE**  
**Marysville, Washington**  
**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF MARYSVILLE, AFFIRMING THE DECISION OF THE HEARING EXAMINER, REZONING APPROXIMATELY 3.02-ACRES ABUTTING THE NORTHERN BOUNDARY OF GISSBERG “TWIN LAKES” PARK FROM R-12 TO MIXED USE, AND AMENDING THE OFFICIAL ZONING MAP OF THE CITY**

WHEREAS, Joel C. Hylback and Ronald P. Young own approximately 3.02-acres abutting the northern boundary of Gissberg “Twin Lakes” Park, said property being legally described in **Exhibit A** attached hereto; and

WHEREAS, Joel C. Hylback and Ronald P. Young submitted an application to the City of Marysville requesting a site specific, non-project action, zone reclassification of approximately 3.02-acres from R-12 (multi-family, medium density) to MU (mixed use); and

WHEREAS, the City of Marysville Hearing Examiner held a public hearing on said rezone application on October 23, 2008 and adopted Findings, Conclusions and Recommendation of approval of the rezone subject to three (3) conditions, as set forth in the attached **Exhibit B**; and

WHEREAS, the Marysville City Council held a public meeting on said rezone on November 24, 2008 and concurred with the Findings, Conclusions and Recommendation of the Hearing Examiner;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The Findings, Conclusions and Recommendation of the Hearing Examiner, as set forth in the attached **Exhibit B**, are hereby approved and adopted by this reference, and the City Council hereby finds as follows:

- (1) The rezone is consistent with the purposes of the comprehensive plan;
- (2) The rezone is consistent with the purpose of Title 19 MMC;
- (3) There have been significant changes in the circumstances to warrant a rezone;
- (4) The benefit or cost to the public health, safety and welfare is sufficient to warrant the rezone.

Section 2. The property described in the attached **Exhibit A** is hereby rezoned from R-12 (multi-family, medium density) to MU (mixed use).

Section 3. The zoning classification for the property described in **Exhibit A** shall be perpetually conditioned upon strict compliance with each of the conditions set forth in the Findings, Conclusions and Recommendation of the Hearing Examiner. Violation of any of the conditions of said decision may result in reversion of the property to the previous zoning classification and/or may result in enforcement action being brought by the City of Marysville.

Section 4. The official zoning map of the City of Marysville is hereby amended to reflect the reclassification of the property described in **Exhibit A**.

Section 5. This decision shall be final and conclusive with the right of appeal by any aggrieved party to Superior Court of Snohomish County by filing a Land Use Petition pursuant to the Land Use Petition Act within twenty-one (21) days after passage of this ordinance.

Section 6. Severability. If any section, subsection, sentence, clause, phrase or work of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

CITY OF MARYSVILLE

By: \_\_\_\_\_  
DENNIS KENDALL, MAYOR

Attest:

By: \_\_\_\_\_  
TRACY JEFFRIES, CITY CLERK

Approved as to form:

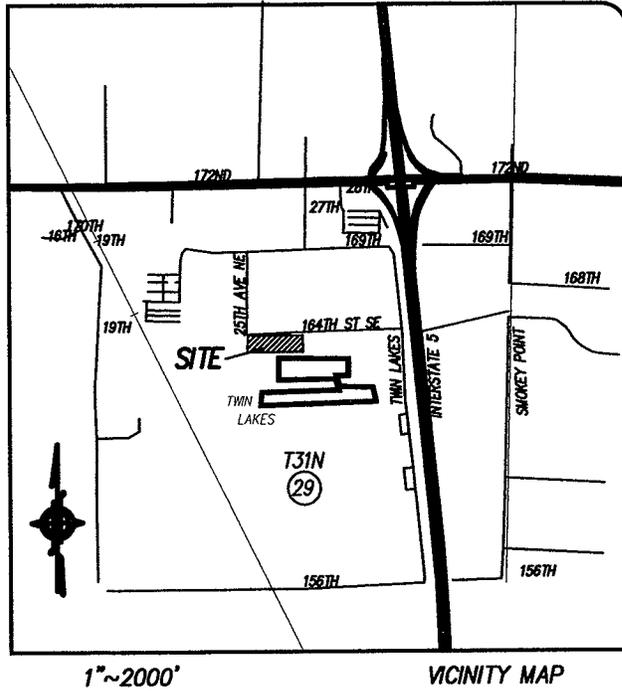
By: \_\_\_\_\_  
GRANT K. WEED, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_  
(5 days after publication)

Exhibit A

**TWIN LAKES**  
*REZONE SITE PLAN*



TAX ASSESSOR NO.  
31052900300100

LEGAL DESCRIPTION

THE NORTH 200 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M. IN SNOHOMISH COUNTY, WASHINGTON.

PA08038

FOR AGENCY USE ONLY

DATE: \_\_\_\_\_

FILE NUMBER: \_\_\_\_\_

APPLICATION FEE: \_\_\_\_\_

# Received

JUL 21 2008

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

City of Marysville

Public Works &

PLEASE TYPE  
~~Community Development~~

Owner

Applicant

Contact Person  
(if different than owner or applicant)

Name:	Joel Hylback & Ronald Young	Same as owner	Tobiason & Company, Inc. Laurey Tobiason
Mailing Address:	PO Box 3249		20434 10th PL SW
City, State, Zip:	Arlington, WA 98223		Seattle, WA 98166-4106
Phone/business:	N/A		206-429-2875
Phone/home:	N/A		fax: 206-824-1133

Relation of Applicant to property (check one) :

Owner  Contract Purchaser  Lessee  Other (specify) \_\_\_\_\_

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

Address and general location of property (including nearest intersection): The subject parcel lies ~ 2000' south of the intersection of 26th DR NE and 169th ST NE, directly north of the NW corner of Gissberg Twin Lakes Park

Section 29 Township 31 Range 05 (SW 1/4)

Legal description of property: SEC 29 TWP 31 RGE 05 RT-24 N 200FT NE1/4 SW1/4 EXC W 700FT THOF  
(Complete Legal description: Attached)

**EXHIBIT**  
**3**

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

31052900300100		

Approximate acreage: 3.02

Present use of property: Vacant

Present zoning: R-12

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

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

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

- Rezone                     Shoreline Management                     Variance                     Annexation
- Preliminary Plat             Shoreline Management Variance             Plan Modification             Critical Areas Review
- Conditional Use             Shoreline Conditional Use             Plat Modification
- Comprehensive Plan Amendment             Preliminary Short Plat             Other \_\_\_\_\_

Please explain your request or proposed use: The applicant is requesting a rezone to mixed use (MU)

**PLEASE FILL IN ALL APPROPRIATE SECTIONS**

**REZONE APPLICATIONS ONLY**

Requested zoning: MU (mixed use)

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

If yes, who? Yes; application was withdrawn by applicant: (Joel Hylback)

**PLAT APPLICATIONS ONLY**

Plat name: \_\_\_\_\_ Number of lots: \_\_\_\_\_

County Assessor verification [Completed by City] \_\_\_\_\_

SHORELINE MANAGEMENT PERMITS ONLY

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

\$ \_\_\_\_\_

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

Begin: \_\_\_\_\_ and End: \_\_\_\_\_

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

If yes, please explain. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Water area and/or wetlands involved: \_\_\_\_\_

VARIANCES and SHORELINE MANAGEMENT VARIANCES ONLY

Code requirement involved: \_\_\_\_\_

ALL PERMITS

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

See attached site plan and project narrative.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**A notarized affidavit is required to filled out by all persons having an ownership interest**

**in the subject property, and the applicant, if different than the property owner(s).**

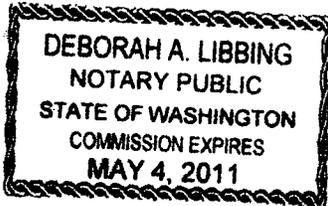
STATE OF WASHINGTON )

) ss

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

Signed Joel Hyllback / Ronald Young  
Property Owner

Subscribed and sworn to before me this 10<sup>th</sup> day of July, 20 08



Deborah A. Libbing  
Notary Public in and for the State of Washington,  
residing at Marysville

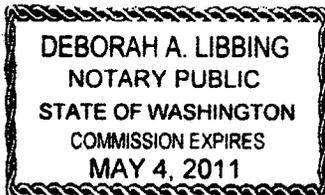
STATE OF WASHINGTON )

) ss

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

Signed Joel Hyllback / Ronald Young  
Applicant

Subscribed and sworn to before me this 10<sup>th</sup> day of July, 20 08



Deborah A. Libbing  
Notary Public in and for the State of Washington,  
residing at Marysville

FOR AGENCY USE ONLY

DATE: \_\_\_\_\_

FILE NUMBER: \_\_\_\_\_

APPLICATION FEE: \_\_\_\_\_

# Tobiason & Company, Inc.

*Land Use Consulting / Landscape Architecture*

7-18-08

City of Marysville  
Community Development Department  
80 Columbia Ave.  
Marysville, WA 98270

**Hylback Rezone Analysis**

# Received

JUL 21 2008

City of Marysville  
Public Works &  
Community Development

## **19.54.070 Zone reclassification.**

A zone reclassification shall be granted only if the applicant demonstrates that the proposal is consistent with the comprehensive plan and applicable functional plans and complies with the following criteria:

- (1) There is a demonstrated need for additional zoning as the type proposed;

*The growth sectors in the Marysville area at this point in time are multifamily and commercial uses. It is clear that the supply of single family homes now exceeds the demand. The existing zone would allow low density multiple family use, however the densities are limited to approximately 12 units per acre. The higher densities allowed under the MU zone are more economically viable. The commercial aspect to MU is also in greater demand than residential use at the R-12 densities*

- (2) The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties;

*The parcel west of the site are zoned MU, and further west is GC property. Property north of the site is zoned R-12. These are all compatible uses.*

- (3) There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification;

*Changes in the area have been extensive with the new big-box commercial uses being constructed. The City is working with the applicant and other neighboring property owners to extend an arterial (27<sup>th</sup> Ave.NE) from its southern extremity (the south access to Costco) south along the west side of Twin Lakes, and ultimately to a new freeway access south of the lakes. The new major street*

20434 10<sup>th</sup> Place SW Seattle WA, 98166-4106

[Laurey@Tobiason.biz](mailto:Laurey@Tobiason.biz)

office(206)429-2875

fax(206)824-1133

*system and freeway access provisions will serve to accelerate the already healthy growth of intense land uses found in the immediate vicinity of the parcel.*

(4) The property is practically and physically suited for the uses allowed in the proposed zone reclassification. (Ord. 2131, 1997).

*The property has several unique attributes: it fronts on the new arterial discussed above; it is nearly contiguous with intensely developed commercial property; the adjacent parcel to the east is already zoned MU; south of the site lies the water body of Twin Lakes as well as undeveloped park land, which will serve as an amenity for residential uses for viewing and active play; the site is level and all necessary utilities are available.*

#### **Ordinance No. 2709**

(1) The proposed land use district will provide a more effective transition point and edge for the proposed land use district than strict application of the comprehensive plan map would provide due to neighboring land uses, topography, access, parcel lines or other property characteristics;

*The proposal provides a more logical boundary for the MU zone in light of the new 27<sup>th</sup> Ave NE arterial corridor. The rezone will extend the existing MU use west to the edge of the right of way; the street will act as the new boundary to the zone.*

(2) The proposed land use district supports and implements the goals, objectives, policies and text of the comprehensive plan more effectively than strict application of the comprehensive plan map;

LU-2 Limit population and employment growth and the provision of services to Urban Growth Areas. Districts outside of Urban Growth Areas should remain rural in character.

*The proposal lies within the Urban Growth Area. Urban services already exist or are available in this area.*

LU-4 Encourage growth that will transform Marysville from a residential dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will probably include a major employment center.

*A designation of MU provides the opportunity for businesses and retail shops to be located on the site.*

LU-7 Preserve open spaces, natural areas and buffer zones, wetlands, wildlife habitats, and parks in and outside of the Urban Growth Area.

*Gissberg Twin Lakes Park lies directly south of the site. Both businesses and homes within the proposed rezone area would be oriented to the park in an aesthetically pleasing manner that will increase the awareness and appreciation of the natural areas, encouraging*

*preservation of them. The MU site plan process can help in developing designs which respect and acknowledge the natural systems..*

LU-9 Encourage a harmonious blend of opportunities for living, working, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities, by judicious control of residential, commercial, and industrial development, and by recognition of the City's role in the region.

*The proposal will create multiple opportunities for pedestrian oriented living, working, and recreational uses. Not only will residents of the proposal benefit from proximity to a large commercial center (Costco), they are also within walking distance of Twin Lakes a popular recreation area. The proposed blend of living, working, recreation, and shopping will help create a pedestrian friendly neighborhood.*

LU-11 To reduce reliance on the private automobile, encourage suitable combinations and locations of land uses, such as employment, retail, and residences, including mixed use development.

*The proposal promotes a combination of land uses (retail & residential) and reduces automobile reliance. The commercial area east of the proposed rezone is a major employment and shopping center. Residents of the rezoned site will have many opportunities to walk to work and or shopping. Because the site lies directly north of Gissberg Twin Lake Park neighborhood residents will also have many passive and active recreational opportunities that can be reached on foot.*

LU-18 Housing densities should be determined by community values, development type and compatibility, proximity to public/private facilities and services, immediate surrounding densities, and natural system protection and capability.

*The extensive retail and recreational opportunities which can be reached on foot and the proposed transit hub at 27<sup>th</sup> Ave NE and 172<sup>nd</sup> Street NE support high density.*

LU-20 Accommodate demand for urban-density living and services only within Urban Growth Areas.

*The proposal lies within the UGA and is in the Lakewood Neighborhood Planning Area.*

LU-22 Distribute higher densities in appropriate locations. Locate in residential areas where they will not detract from the existing character. Locate near employment and retail centers, and to transportation corridors as appropriate.

*The proposed high density is appropriate because of it's proximity to a large retail, employment, recreation and transportation center. MU development of this site will help create a transition from the intensive commercial uses to the east and the less intensive residential uses to the west; encouraging a neighborhood that feels more like an urban village and less like a Big Box retail center surrounded by apartments. The site is approximately ½ mile from the new Park & Ride slated for construction at*

*the new lighted intersection of 27<sup>th</sup> Ave NE and 172<sup>nd</sup> ST NE. The Park and Ride is a major hub of Community Transit's system with transfers to the 207, 210, 230 & 240 bus routes.*

LU-28 New or expanded single and multi-family development should be within walking distance, preferably but not necessarily via paved sidewalk or improved trail, of a neighborhood park, public recreation area, or in some cases a school.

Existing single and multi-family areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school, within walking distance, via paved sidewalk or improved trail.

*The proposal is directly north of Gissberg Twin Lakes Park, any development of this property will include pedestrian access to the park.*

LU-32 Locate and design new single and multi-family residential developments, and improve existing ones to facilitate access and circulation by transit, car/ vanpools, pedestrians, bicyclists, and other alternative transportation modes.

*The proposal promotes pedestrian and transit circulation by its proximity to major employment, retail, recreational & transportation centers.*

LU-44 Locate multi-family development adjacent to arterial streets, along public Transportation routes, and on the periphery of commercially designated areas, or in locations that are sufficiently compatible or buffered from single family areas to not disrupt them.

*27<sup>th</sup> Ave. NE, a new arterial route, will run along the parcels western frontage. The site is approximately ½ mile from a proposed park and ride and major transit hub. The site lies west of MU and GC properties.*

LU-51 Encourage residential dwelling units above retail, service, and office uses in designated land use categories, either as a permitted use or by conditional use permit, depending on the area.

*The proposed designation of MU will allow residential dwellings units above retail uses.*

LU-62 Strengthen existing commercial centers and a diversified employment base to assure that land use is compatible, convenient, and consistent with community needs.

*The proposal lies directly south and west of the Big Box commercial center on Twin Lakes Ave. south of 172<sup>nd</sup> ST NE. Allowing MU retail uses on the proposed site will insure a diversity of retail stores and employment opportunities within the Lakewood Neighborhood planning center.*

LU-65 Provide for the development of distinct commercial land use districts establishing a separation of commercial activities based upon land use characteristics, type of transportation corridors, amount of traffic generation, and geographic location.

*This proposal will create a "buffer area" between the intensive commercial activities west of I-5 and the R-12 designated properties that will lie west of the new stretch of 27<sup>th</sup> Ave. NE. The MU zone allows for a distinctive pedestrian complex and a symbiosis of compatible uses.*

LU-67 Minimize land use conflicts through proper location and appropriate design.

*The proposal creates a "buffer area" between the commercial uses north and east of the site and the residential uses to the west. The residential uses to the west will also be separated from the proposed MU designated parcel and adjacent commercial uses by the new stretch of 27<sup>th</sup> Ave. NE.*

LU-101 Encourage the grouping of businesses and site design so that persons can make a single stop to use the several businesses located at a single center.

*The proposal is located in an existing retail area.*

LU-119 Encourage a pedestrian-oriented character.

*A discussed earlier, the recreational, shopping and employment opportunities which can be reached on foot from this site, along with the future mix of commercial/business/recreational and residential uses, will encourage pedestrian use. Future uses would therefore include pedestrian character.*

EN-8 Pursue programs that offer creative solutions to enhance, improve and/or protect the natural environment. Stormwater facility design, low impact development options, wetland banking, and dual use facilities should be pursued whenever possible.

*Parking will be shared by the commercial uses (by day) and residential uses by night.*

EN-25 Utilize natural systems to provide variety, community identity, and open space areas.

*The project identity will be established by its proximity and orientation to Gissberg Twin Lakes park.*

EN-28 All developments should be sensitive to natural systems, recognizing the natural beauty and character of the land and its vegetation.

*It is intended that the ultimate siting of buildings on this site would be oriented towards the lakes.*

HO-2 The City shall encourage housing types that are attractive and affordable to first time and moderate income home buyers.

*Multifamily residences tend to be more affordable than single family detached homes..*

HO-4 Promote housing alternatives to the large lot single family detached dwelling and large apartment complex.

*Approval of the proposed MU designation of the site will encourage development of a pedestrian scale mixed use neighborhoods which will provide an alternative to single family detached dwellings or large apartment complexes.*

HO-18 Provide affordable housing opportunities close to places of employment.

*The proposal provides moderate income housing within walking distance of a major employment center and transit hub.*

HO-21 Provide connectivity between housing, public places, places of interest, and commercial areas to create a more interactive community.

*The proposal creates an interactive community living situation. Future residents will have a major recreation, employment, retail, and transportation center within walking distance of their front door.*

HO-30 Ensure that mixed use development compliments and enhances the character of the surrounding residential and commercial areas.

*This site will provide a transition use between GC zones to the east, and residential zones to the west.*

HO-31 Encourage the concept of strong, traditional neighborhood planning to improve neighborhood quality and reduce automobile dependency.

*The mixed use concept provides the opportunity for reduced automobile use because many compatible uses can be reached on foot. This symbiosis provides neighborhood quality.*

HO-35 Promote a housing policy and land use pattern that balances the ratio of housing units to jobs.

*MU zoning allows for increased employment opportunities.*

HO-36 Maximize the public investment in public infrastructure by supporting a compact land use strategy to increase residential density.

*MU allows higher densities than the existing R-12 zone.*

PK-13 Provide park and recreation facilities within or adjacent to residential developments, and adjacent to or in conjunction with school district properties.

*The proposed parcel lies directly north of Gissberg Twin Lakes Park.*

PK-17 New or expanded residential development should be within walking distance, preferably but not necessarily via paved sidewalk or improved trail, of a neighborhood park, public recreation area, or in some cases a school. Existing residential areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school within walking distance, via paved sidewalk or improved trail.

*The proposed parcel lies directly north of Gissberg Twin Lakes Park.*

Policy T-1A.4 Develop community circulation systems that conserve land, financial, and energy resources, facilitate public transportation services, and provide safe and efficient mobility.

*The site is approximately ½ mile from the new Park & Ride slated for construction at the new lighted intersection of 27<sup>th</sup> Ave NE and 172<sup>nd</sup> ST NE. The Park and Ride is a major hub of Community Transit's system with transfers to the 207,210,230 & 240 bus routes.*

Policy T-6A.2 Support present and future transit plans by encouraging and facilitating high-density residential development within walking distance of commercial areas and transit corridors.

*As previously discussed the proposal site is within walking distance of major retail, employment, recreational, and transit centers.*

Policy T-9B.2 Locate convenience/commercial services at bus stops, transit transfer centers, Park and Ride lots, etc., to make these locations more pleasant and to accomplish daily tasks without use of the private automobile.

*As previously discussed the proposal site is within walking distance of major retail, employment, recreational, and transit centers.*

ED-4 Separate and buffer newer commercial and industrial areas from residential areas. Allow mixed use throughout the downtown area.

*Approval of this proposal will create a "buffer area" between the commercial and residential areas east and west of the site.*

UT-1 Accommodate new residential, commercial, and industrial development only when required utilities are available prior to or concurrent with development. Concurrency indicates that utilities are available within 6 years of construction of the new development. Payment of mitigation fees is considered concurrency.

*Urban services are available to the site.*

UT-3 Encourage development in areas where utilities are already available before developing areas where new utilities would be required.

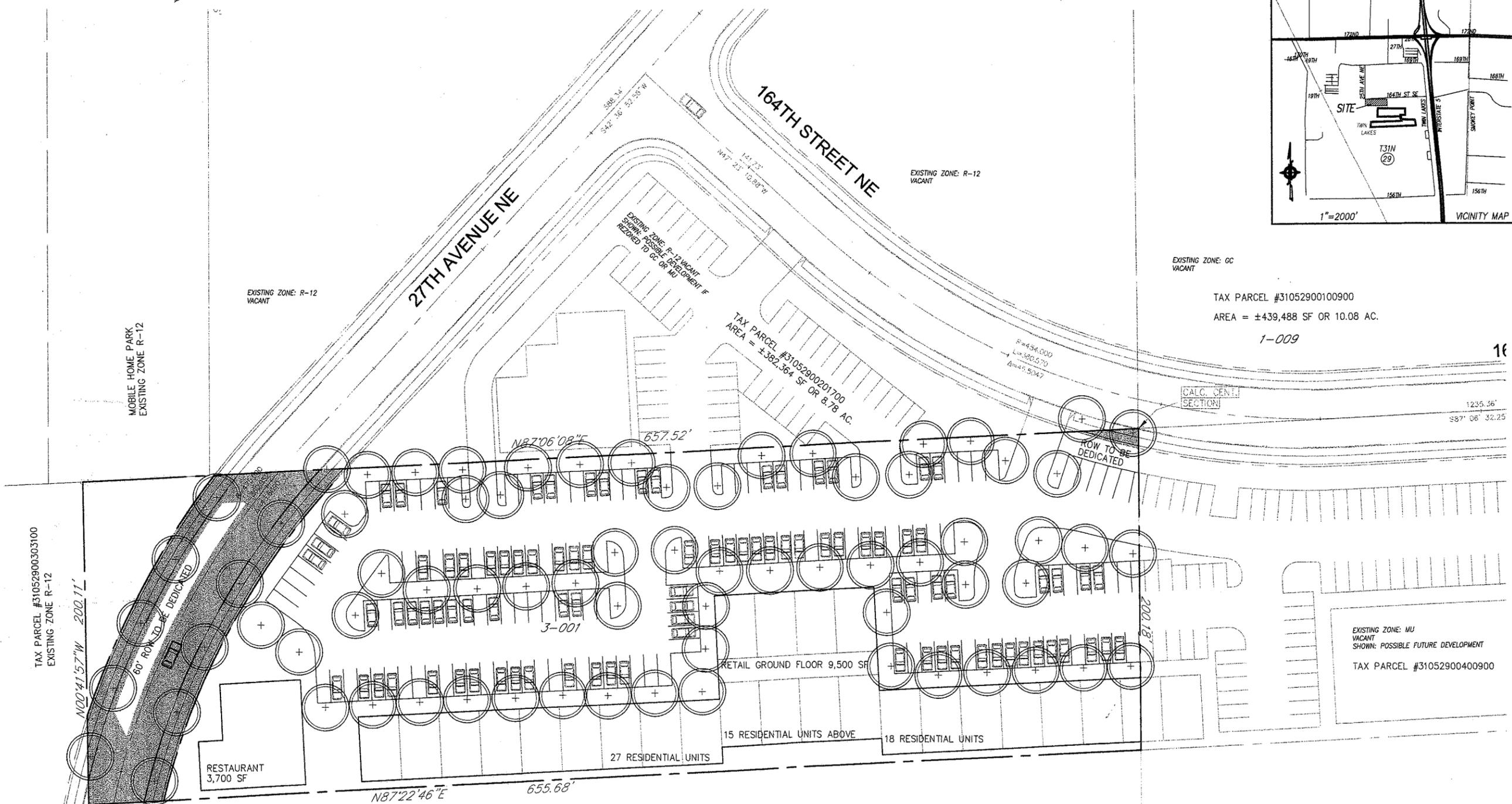
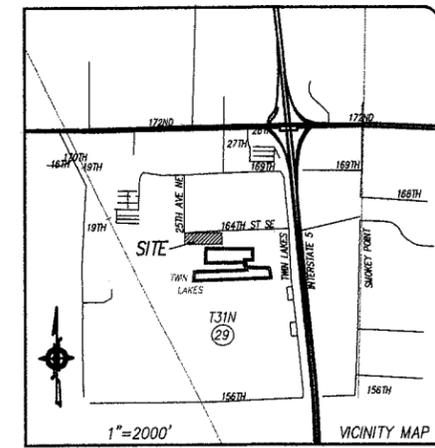
*Urban services are available to the site.*

UT-4 Provide urban level utilities only in Urban Growth Areas

*The proposal site is within the UGA.*

**(3) The proposed land use change will not affect an area greater than 10 acres, exclusive of critical areas.**

*The parcel is less than 10 acres in area.*



TAX PARCEL #31052900303100  
EXISTING ZONE R-12

MOBILE HOME PARK  
EXISTING ZONE R-12

EXISTING ZONE: R-12  
VACANT

EXISTING ZONE: R-12  
VACANT

EXISTING ZONE: GC  
VACANT

TAX PARCEL #31052900100900  
AREA = ±439,488 SF OR 10.08 AC.

1-009

EXISTING ZONE: MU  
VACANT  
SHOWN: POSSIBLE FUTURE DEVELOPMENT  
TAX PARCEL #31052900400900

GISSBERG TWIN LAKES PARK  
4-008

**PROJECT INFORMATION**

**APPLICANT/OWNER**  
JOEL HYLBACK  
P.O. BOX 3249  
ARLINGTON, WA 98223  
206-429-2875

**CONTACT**  
LAUREY TOBIASON  
TOBIASON & CO. INC  
20434 10TH PL SW  
SEATTLE, WA 98196-4106  
206-429-2875

**SURVEYOR**  
GROUP FOUR, INC.  
18030 JUANITA-WOODENVILLE WAY NE  
BOTHELL, WA 98011  
206-362-4244

**TAX ASSESSOR NO.**  
31052900300100

**SITE ADDRESS**  
164XX TWIN LAKES AVENUE  
MARYSVILLE, WA

**CLEARING LIMITS**  
ENTIRE SITE.

**SITE DATA**  
EXISTING ZONING: R-12  
PROPOSED ZONING: MU  
TOTAL SITE AREA: 116,450 SF/2.7 ACRES  
PROPOSED UNITS: SEE SEPARATE ANALYSIS  
PROPOSED COMMERCIAL: N/A  
AVERAGE LOT SIZE: N/A  
SMALLEST PROPOSED LOT: N/A  
DUPLEX PROPOSED: NONE  
WATER DISTRICT: CITY OF MARYSVILLE  
SEWAGE DISPOSAL: MARYSVILLE SCHOOL DISTRICT  
FIRE DISTRICT: CITY OF MARYSVILLE

**OPEN SPACE DATA**  
TOTAL: N/A  
PERCENT OF SITE: N/A

**SLOPE DATA**  
0-15% SLOPE: 116,450 SF  
15-20% SLOPE: 0 SF  
20-25% SLOPE: 0 SF  
25-30% SLOPE: 0 SF  
30-35% SLOPE: 0 SF  
35-40% SLOPE: 0 SF

**ROAD DATA**  
LINEAGE: N/A  
ACREAGE: N/A  
PERCENT OF SITE: N/A

**PARKING**  
45 2&3 BED APTS.....1.75 SPACES PER DU = 78.75  
15 1 BED APTS.....1.5 SPACES PER DU = 22.5  
RESTAURANT.....3700 SF REQUIRES 19 SPACES  
RETAIL.....9500 SF REQUIRES 40 SPACES

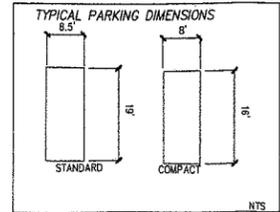
TOTAL SPACES REQUIRED: 161  
TOTAL SPACES PROVIDED: 161

**DENSITY**  
RESIDENTIAL:  
80 DU / 2.7 NET ACRES = 22 DU / ACRE

**LOT COVERAGE**  
TOTAL NET SITE AREA: 116,450 SF = 2.7 ACRES  
TOTAL LOT COVERAGE: 30,200 SF = .69 ACRES  
PERCENT OF COVERAGE: 26%

**ACCESS NOTE:**  
ACCESS DRIVEWAYS FOR SITE ARE THEORETICAL. ACTUAL LOCATION MAY CHANGE ONCE FINAL SITE PLANS FOR THE SUBJECT PARCEL & NEIGHBORING PARCELS ARE COMPLETED.

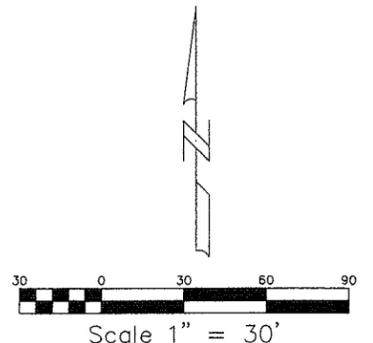
**LEGAL DESCRIPTION**  
THE NORTH 200 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M. IN SNOHOMISH COUNTY, WASHINGTON.



**Received**

JUL 21 2008

City of Marysville  
Public Works &  
Community Development



job no.	drawn	checked	date	no.	revision	date
			7-21-08			

**TWIN LAKES**  
**REZONE SITE PLAN**  
DEVELOPER: JOEL HYLBACK  
P.O. BOX 3249 ARLINGTON, WA 98223



**TOBIASON & COMPANY, Inc.**  
LAND USE CONSULTING-LANDSCAPE ARCHITECTURE  
20434 10TH PL SW  
SEATTLE, WA 98166-4106  
(206) 429-2875  
FAX 206-429-2875  
Laurey@Tobiason.Biz

**CITY OF MARYSVILLE**  
**Hearing Examiner**  
**Findings, Conclusions and Recommendation**

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**APPLICANT:** Joel Hylback & Ronald Young

**CASE NO.:** PA 08038

**LOCATION:** North of Gissberg Twin Lakes Park, approximately 1,600' west of Twin Lakes Avenue and southeast of the Crystal Tree Village mobile home park.

**APPLICATION:** Site specific PROJECT action Rezone from R12 (multi-family, medium density to MU (mixed use).

**SUMMARY OF RECOMMENDATION:**

Planning Staff Recommendation: Approve with conditions

Hearing Examiner Decision: Approve with conditions

**PUBLIC HEARING:**

After reviewing the official file, which included the Planning Staff's Advisory Report, and after visiting the site, the Hearing Examiner conducted a public hearing on the application. The hearing on the Hylback/Young application was opened at 7:00 p.m., October 23, 2008, in the Council Chambers, Marysville, Washington, and closed at 7:07 p.m. Participants at the public hearing are listed in the minutes of the hearing. A verbatim recording of the hearing and more complete minutes are available in the Planning Department. A list of exhibits offered and entered at the hearing and a list of parties of record are attached to this report.

**HEARING COMMENTS:**

As noted in the minutes of the hearing, comments were offered by:

Chris Holland, Senior Planner

Laurey Tobiason, Applicant's Representative

No one from the general public spoke at the public hearing.

**WRITTEN COMMENTS:**

No correspondence was received from members of the general public.

**INTRODUCTION:**

The applicant is requesting approval of a NON-PROJECT Rezone to change the land use designation of approximately 3.02-acres of APN 31052900300100 from R-12 (multi-family, medium density) to MU (mixed use). If the proposed Rezone request is approved, all future project action development proposals will be subject to the applicable Marysville Municipal Codes (MMC) and project level State Environmental Policy Act (SEPA) review, at time of application.

**FINDINGS CONCLUSIONS AND DECISION:**

Having considered the entire record in this matter, the Hearing Examiner now makes and enters the following:

**A. FINDINGS AND CONCLUSIONS:**

1. The information contained in Sections I and II of the Planning Staff's Advisory Report (Hearing Examiner Exhibit 19) is found by the Hearing Examiner to be supported by the evidence presented during the hearing and by this reference is adopted as portion of the Hearing Examiner's findings and conclusions. A copy of said report is available in the Planning Department.
2. The minutes of the meeting accurately summarize the testimony offered at the hearing and by this reference are entered into the official record.
3. At the hearing, the Applicant's representative referred to Exhibit 5, and he concurred with the staff advisory report and the recommended conditions of approval.
4. If approved as conditioned below, the development will be consistent with the comprehensive plan and will meet the requirements and intent of the Marysville Municipal Code.

**B. RECOMMENDATION:**

Based upon the foregoing findings of fact and conclusions, it is recommended that the request for a site-specific NON-PROJECT action Rezone from R-12 (multi-family, medium density) to MU (mixed use), subject to the following conditions.

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

2. In order to ensure a smooth transition between land uses, any and all surplus property located west of the future alignment of 27<sup>th</sup> Avenue NE shall retain the R-12 (multi-family, medium density) zoning designation (see attached map for graphic purposes only).
3. Future “project-action” submittals will be required to comply with all of the applicable development standards outlined in Title 19 MMC, *Zoning*, including but not limited to, density and dimensions, design requirements, landscaping and critical areas management.

Dated this 27<sup>th</sup> day of October 2008



Ron McConnell, FAICP

Hearing Examiner

#### **RECONSIDERATION:**

A party to a public hearing may seek reconsideration only of a final decision by filing a written request for reconsideration with the director within fourteen (14) days of the final written decision. The request shall comply with MMC 15.11.020(3). The examiner shall consider the request within seven (7) days of filing the same. The request may be decided without public comment or argument by the party filing the request. If the request is denied, the previous action shall become final. If the request is granted, the hearing examiner may immediately revise and reissue its decision. Reconsideration should be granted only when a legal error has occurred or a material factual issue has been overlooked that would change the previous decision.

#### **COUNCIL ACTION:**

Recommendations by the Examiner on rezones or shoreline conditional use permits will constitute a final action by the City unless a timely written request for a closed record appeal is filed with the City Council within 14 days after issuance of the recommendation. In the event of a timely appeal, the City Council will conduct a closed record hearing of this case. Closed record hearings shall be on the record and no new evidence may be presented. The City Council's action will be the final action of the City.

#### **JUDICIAL APPEAL:**

- (1) Appeals from the final decision of the hearing examiner, or other city board or body involving MMC Titles 15 to 20 and for which all other appeals specifically authorized have been timely exhausted, shall be made to Snohomish County superior court pursuant to the Land Use Petition Act, RCW 36.70C within 21 days of the date the decision or action became final, unless another applicable appeal process or time period is established by state law or local ordinance.

- (2) Notice of the appeal and any other pleadings required to be filed with the court shall be served as required by law within the applicable time period. This requirement is jurisdictional.
- (3) The cost of transcribing and preparing all records ordered certified by the court or desired by the appellant for such appeal shall be borne by the appellant. The record of the proceedings shall be prepared by the City or such qualified person as it selects. The appellant shall post with the city clerk prior to the preparation of any records an advance fee deposit in the amount specified by the city clerk. Any overage will be promptly returned to the appellant.

**EXHIBITS:**

1. Receipt
2. Checklist for Rezone
3. Master Permit Application
4. Wetland Determination letter/map, 03.23.07
5. Tobiason & Co.- Rezone Analysis
6. Gibson Traffic- Preliminary Traffic Analysis
7. Pacific Northwest- Title Report
8. Environmental Checklist
9. 11 x 17 Rezone Site Plan
10. 24 x 36 Rezone Site Plan
11. RFR Checklist
12. Affidavit of Posting- NOA
13. Affidavit of Publication
14. RFR- Agency responses
15. DNS, 09.12.08
16. Affidavit of Posting- DNS
17. Affidavit of Publication-DNS
18. Affidavit of Posting-NOH
19. Staff Recommendation

**PARTIES of RECORD:**

Laurey Tobiason  
Tobiason & Company, Inc.  
20434 10<sup>th</sup> Place SW  
Seattle, WA 98166-4106  
Community Development Department

Joel Hylback & Ronald Young  
PO Box 3249  
Arlington, WA 98223

## MARYSVILLE HEARING EXAMINER

October 23, 2008

7:00 p.m.

Marysville City Hall

### ATTENDANCE

**Hearing Examiner:** Ron McConnell

**Staff:** Chris Holland, Senior Planner  
Libby Grage, Associate Planner  
Laurie Hugdahl, Recording Secretary

Hearing Examiner McConnell called the meeting to order at 7:00 p.m.

### PUBLIC HEARING

**1. PA 08038 - Hylback Rezoe - Site specific Non-project action Rezone R12 (multi-family, medium density) to MU (mixed use)**

**Applicant:** Joel Hylback & Ronald Young

**Location:** North of Gissberg Twin Lakes Park, approximately 1,600 west of Twin Lakes Avenue and southeast of the Crystal Tree Village mobile home park.

Hearing Examiner McConnell opened the hearing for the Hylback Rezone at 7:00 p.m. He stated that he has been out to see the property and has reviewed all the reports. He noted that there are 19 exhibits so far and asked staff if they have any additional exhibits. Senior Planner Chris Holland stated that there were no additional exhibits.

*Applicant Testimony:*

Laurey Tobiason, Tobiason & Company, Inc., 20434 10<sup>th</sup> Place SW, Seattle 98166

Mr. Tobiason indicated he was representing the applicant. He stated that they have read the staff report and accept the conditions and the recommendations for approval. He explained that they had submitted a letter dated July 18, 2008 which reviews the ways this project complies with the City of Marysville code (Exhibit 5). Hearing Examiner McConnell stated that staff concurred with this assertion. Mr. Tobiason reviewed the specific reasons he feels this is an appropriate rezone as outlined in his letter dated July 18, 2008.

*Staff Comments:*

Chris Holland pointed out the three recommendations as outlined in the staff report.

The hearing was closed at 7:07 p.m. Hearing Examiner McConnell stated that he would have his recommendation out very quickly.

2. **PS 08042 - Kazen C.U.P. to consider a Project action Conditional Use Permit and Building Setback Variance proposal to construct four (4) townhome units and a 1,560' SF professional office building with two (2) multi-family units located above the ground floor office. The applicant has proposed a deviation to reduce the required 30' building setback for non-residential structures in residential zones.**

**Applicant: Phillip & Sharon Kazen**

**Location: 4311 116<sup>th</sup> Street NE**

The hearing was opened at 7:08 p.m.

Associate Planner Libby Grage stated that no additional information had been submitted since the staff report was written.

*Applicant Testimony:*

Debbie Rothfus, Peak Engineer 501 Delta Avenue , Marysville, WA 98270

Ms. Rothfus indicated she was speaking on behalf of the applicant. She stated that they agree for the most part with the recommendation. She stated that it has been a pleasure to work with the City on this project.

She referred to page 8, item 5, regarding traffic mitigation fees. She asked if there should be a credit for the past existence of the single family residence that was on the site. Ms. Grage affirmed that there should be a credit for the single family residence so the amount would decrease slightly. Chris Holland explained how this would be calculated. He indicated he would email the exact amount in the morning. This was agreeable to everyone.

Ms. Rothfus then referred to page 8, item 8, regarding the construction of a 6-foot high, sight-obscuring fence. She asked if it would be acceptable to run the fence to the back of the proposed sidewalk (the internal sidewalk that runs along the driveways) and allow the existing 4-foot fence to remain as a temporary fence until the property to the east is developed. Libby Grage stated that staff did not have an objection to this. Chris Holland agreed that this seemed reasonable.

Craig Pearson, Verona Corporation, 19030 Lenton Place, SE, #182, Monroe, WA 98272

Mr. Pearson discussed the setback variance and rear yard open space. He stated that the area to the west of the project is heavier commercial use. This project is being utilized as a transitional zone between that area and the residential area to the east. The big box store is less than the 30-foot setback required by the original code. He discussed their plans how they were planned to be more in line with the existing buildings to make the transition more smoothly. The open space requirement is significantly less than they were proposing to do.

*Staff Comments:*

Chris Holland stated that staff would recommend amending Condition 5 with the recalculated impact fee which staff will provide in the morning.

He also recommended amending Condition 8 for the brand new fence to terminate on the north side of the internal pedestrian walk. Ms. Rothfus concurred with those recommendations.

The hearing was closed at 7:20 p.m. for oral comments.

Hearing Examiner McConnell explained that it would be kept open administratively until tomorrow when he obtains the revised impact fee figures. He stated that he would have his recommendation out very quickly.

**ADJOURNMENT**

Hearing Examiner McConnell adjourned the meeting at 7:23 p.m.

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Laurie Hugdahl, Recording Secretary



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

## STAFF RECOMMENDATION – Hylback & Young Rezone

**File Number:** PA 08038

**Date of Report** October 10, 2008

**Date of Hearing** October 23, 2008

**Applicant:** Joel Hylback & Ronald Young

**Contact:** Laurey Tobiason  
Tobiason & Company, Inc.  
20434 10<sup>th</sup> Place SW  
Seattle, WA 98166-4106  
(206) 429-2875

**Location of Proposal:** North of Gissberg Twin Lakes Park, approximately 1,600' west of Twin Lakes Avenue and southeast of the Crystal Tree Village mobile home park.

**Tax Parcel(s):** 31052900300100

**Current Use:** Vacant (undeveloped)

**Property size:** 3.02-acres

**Current Zoning:** R-12 (multi-family, medium density)

**Comprehensive Plan Designation:** Medium Density, Multi-family

**Nature of Request:** Site specific NON-PROJECT action Rezone from R-12 (multi-family, medium density) to MU (mixed use)

**STAFF RECOMMENDATION:** *APPROVE WITH CONDITIONS AND FORWARD TO MARYSVILLE CITY COUNCIL FOR FORMAL ADOPTION*

## I. FINDINGS

**Description of Proposal:** A NON-PROJECT action requesting approval of a Rezone to change the land use designation of approximately 3.02-acres of APN 31052900300100 from R-12 (multi-family, medium density) to MU (mixed use). If the proposed Rezone request is approved, all future project action development proposals will be subject to the applicable Marysville Municipal Codes (MMC) and project level State Environmental Policy Act (SEPA) review, at time of application.

**Location of Proposal:** The proposed amendment request is site specific, encompassing approximately 3.02-acres of APN 31052900300100 located directly north of Gissberg Twin Lakes Park, approximately 1,600' west of Twin Lakes Avenue and southeast of the Crystal Tree Village mobile home park.

**Site Description:** The proposed non-project action rezone site is currently vacant undeveloped land. The site is relatively level and vegetation consists of pasture grasses and shrubs, alder, fir and cedar trees. According the Soil Survey of Snohomish County on-site soils are identified as Norma loam. Permeability of Norma soils is moderately rapid, runoff is very slow, and the hazard of water erosion is slight. The main limitation for urban development is that the unit is subject to ponding.

Surrounding properties to the north, east and west are currently vacant pasture and sparsely vegetated forest land. An existing 119-unit mobile home park, known as Crystal Tree Village is located to the northwest and the property immediately south of the subject property is home to Gissberg "Twin Lakes" park, which is owned and operated by Snohomish County. Further north, approximately 52-acres has recently been developed with a shopping center consisting of approximately 463,000 SF of retail space, housing anchor tenants Costco and Target.

**Critical Areas:** The applicant obtained a forest practice permit (PA 05051) to clear a small area along the eastern most portion of the proposed rezone site, as well as clearing the adjacent parcel (APN 31052900400900) to the east, which is not part of this rezone application. The applicant submitted a critical areas analysis with the clearing application, which identified an approximately 1,642 SF wetland located along the western portion of the proposed rezone site and a lineal wetland was identified along the northern property boundary of the proposed rezone site. These wetlands were confirmed by the City of Marysville Community Development Department on March 23, 2007

The proposed rezone (non-project action) would have no impacts to critical areas. However, future "project-action" development applications will be required to be accompanied with a Critical Areas Mitigation Plan, prepared in accordance with Chapter 19.24 MMC, *Critical Areas Management*.

**Traffic and Circulation:** Two future roadway extensions are planned adjacent to the proposed rezone site. 164<sup>th</sup> Street NE is proposed to be extended east from Twin Lakes Avenue and 27<sup>th</sup> Avenue NE is proposed to be extended south, from its existing terminus, ultimately providing a connection from 172<sup>nd</sup> Street NE (SR 531) south to 156<sup>th</sup> Street NE. 164<sup>th</sup> Street NE is classified as a minor arterial roadway providing intra-community travel for areas bounded by the principal arterial system. 27<sup>th</sup> Avenue NE is proposed as a collector arterial. Collector arterials provide movement within a community, including connecting neighborhoods with small community centers, and providing connectivity to minor and principal arterials. The actual alignment of the roadway extensions is currently unknown, and roadway improvements are not required as part of the non-project action rezone request. The ultimate alignment and roadway improvements will be required at the time a project-action development application is approved by the City of Marysville.

The applicant submitted a Preliminary Traffic Impact Analysis (TIA), prepared by Gibson Traffic Constants, dated July 14, 2008, in order to provide preliminary trip generation and trip distribution information for a future project action. According to the TIA, if the rezone was approved, the site could support development of approximately 60 condominium units and 13,657 SF of retail space. Based on these uses a future project-

action development would generate approximately 870 average daily trips (ADT) with 39 AM peak-hour trips and 62 PM peak-hour trips (PMPHT). After review of the preliminary TIA, John Tatum, City of Marysville Traffic Engineer, determined that the change in land use would add approximately 25 additional PMPHT to the transportation system, above what would be generated under current zoning.

A final TIA will be required to be prepared and submitted with a project action that provides recommended improvements to ensure the road network system operates at an acceptable level of service. Specifically, the TIA will need to address project specific trip generation, trip distribution and an analysis of critical intersections including but not limited to 27<sup>th</sup> Avenue NE & 172<sup>nd</sup> Street NE, 27<sup>th</sup> Avenue NE & 169<sup>th</sup> Street NE, 27<sup>th</sup> Avenue NE & 164<sup>th</sup> Street NE and Twin Lakes Avenue & 164<sup>th</sup> Street NE.

**City of Marysville Comprehensive Plan:** The proposed non-project action rezone is located within Planning Area No. 11 – “*Lakewood Neighborhood*.” This Planning Area has a commercial focus near the interchange and along Interstate 5, where properties have expansive visibility from the freeway. The vision for Lakewood is to transition into an urban community that retains the current small town character and neighborliness that it currently holds for its residents.

The Comprehensive Plan Land Uses designations bordering the subject property include Medium Density Multi-family to the north and west, Mixed Use to the east, General Commercial to the northeast and Recreation to the South (Gissberg “Twin Lakes” Park). The subject property is currently designated Medium Density Multi-family.

Marysville City Council adopted Ordinance No. 2709, on November 13, 2007, adding language to the Marysville Comprehensive Plan regarding rezones of property at the edges of land use districts. The adopted language outlined in Chapter IV *LAND USE ELEMENT* – Section A. V. *Land Use Development*, states:

“Property at the edges of land use districts can make application to rezone property to the bordering zone without applying for a comprehensive plan amendment if the proponent can demonstrate:

1. The proposed land use district will provide a more effective transition point and edge for the proposed land use district than strict application of the comprehensive plan map would provide due to neighboring land uses, topography, access, parcel lines or other property characteristics; and
2. The proposed land use district supports and implements the goals, objectives, policies and text of the comprehensive plan more effectively than strict application of the comprehensive plan map; and
3. The proposed land use change will not affect an area greater than 10-acres, exclusive of critical areas.”

The applicant submitted a written response to the criteria outlined above. After evaluation of the applicant’s written response, and other supporting documentation and application materials, the proposed rezone, as conditioned herein, will be consistent with the pertinent development goals and policies outlined in the Marysville Comprehensive Plan.

**Title 19 MMC, Zoning:** Pursuant to Section 19.54.070 MMC, *Zone reclassification*, a zone reclassification (rezone) shall be granted only if an applicant demonstrates that the proposal is consistent with the comprehensive plan and complies with the following criteria:

- a) There is a demonstrated need for additional zoning as the type proposed;
- b) The rezone is consistent and compatible with uses and zoning of the surrounding properties;
- c) There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a rezone; and
- d) The property is practically and physically suited for the uses allowed in the proposed rezone.

The applicant submitted a written response to the criteria outlined above. After evaluation of the applicant’s written response, and other supporting documentation and application materials, the proposed rezone, as

conditioned herein, complies with the rezone criteria and pertinent development standards outlined in Title 19 MMC, *Zoning*.

**Project History:** The NON-PROJECT action rezone application was submitted and determined to be complete on July 21, 2008. The application was routed to affected departments and agencies for review and comments were received on or before August 11, 2008.

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

**Conformance with State Environmental Policy Act:** After evaluation of the environmental checklist and supporting documentation submitted with the application, and review of information on file with the City, a Determination of Non-Significance (DNS) was issued on September 12, 2008. No appeals on the DNS were filed on or before the September 29, 2008 deadline. This determination is hereby adopted by reference as part of this report.

## II. CONCLUSIONS

1. The applicant is proposing a NON-PROJECT action, requesting a rezone of approximately 3.02-acres from R-12 (multi-family, medium density) to MU (mixed use).
2. The proposed amendment request is site specific, located directly north of Gissberg Twin Lakes Park, approximately 1,600' west of Twin Lakes Avenue.
3. The proposed non-project action rezone site is currently vacant undeveloped land.
4. The proposed rezone (non-project action) would have no impacts to critical areas. Future "project-action" development applications will be required to be accompanied with a Critical Areas Mitigation Plan, prepared in accordance with Chapter 19.24 MMC, *Critical Areas Management*.
5. Two future roadway extensions (164<sup>th</sup> Street NE & 27<sup>th</sup> Avenue NE) are planned adjacent to the proposed rezone site. The actual alignment of the roadway extensions is currently unknown and roadway improvements are not required as part of the non-project action rezone request.
6. A change in land use from R-12 to MU would add approximately 25 additional PMPHT to the transportation system, above what would be generated under current zoning. Future project actions will be required to be reviewed in accordance with Title 18B MMC *Traffic Impact Fees and Mitigation*.
7. The proposed rezone, as conditioned herein, will be consistent with the pertinent development goals and policies outlined in the Marysville Comprehensive Plan.
8. The proposed rezone, as conditioned herein, complies with the rezone criteria and pertinent development standards outlined in Title 19 MMC, *Zoning*.
9. The rezone application was submitted and determined to be complete on July 21, 2008.
10. As of the date of this report, no comments had been received from the public or surrounding property owners.
11. A SEPA Threshold Determination of Non-Significance (DNS) was issued on September 12, 2008. No appeals on the DNS were filed on or before the September 29, 2008 deadline.
12. The proposed rezone, as conditioned herein, will make appropriate provisions for the public use and interest, health, safety, and general welfare.

### III. STAFF RECOMMENDATION

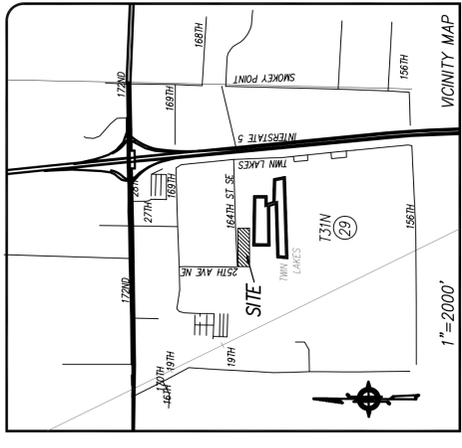
Based on the foregoing findings and conclusions, the Community Development Department recommends *APPROVAL* of the site specific NON-PROJECT action rezone from R-12 (multi-family, medium density) to MU (mixed use), subject to the following conditions.

1. The applicant shall be required to dedicate the necessary right-of-way needed for future improvements of 164<sup>th</sup> Street NE and 27<sup>th</sup> Avenue NE, if adjacent to the future right-of-way extension of 27<sup>th</sup> Avenue NE, as recommended by the City Engineer, in accordance with Section 12.02A.110(1)(d) MMC, *Dedication of road right-of-way – Requirement setbacks*.
2. In order to ensure a smooth transition between land uses, any and all surplus property located west of the future alignment of 27<sup>th</sup> Avenue NE shall retain the R-12 (multi-family, medium density) zoning designation (see attached map for graphic purposes only).
3. Future “project-action” submittals will be required to comply with all of the applicable development standards outlined in Title 19 MMC, *Zoning*, including but not limited to, density and dimensions, design requirements, landscaping and critical areas management.

Prepared by:     *CE*    

Reviewed by:     *CON*

SEC. 29, TWP. 31, RGE. 05



Surplus Property

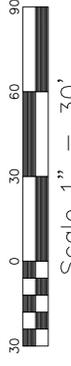
TAX PARCEL #31052900100900  
AREA = ±439,488 SF OR 10.08 AC.  
1-009

TAX PARCEL #31052900201700  
AREA = ±382,384 SF OR 8.78 AC.

TAX PARCEL #31052900400900

TAX PARCEL #31052900303100  
EXISTING ZONE R-12  
N00°41'57"W 200.11'

GISSBERG TWIN LAKES PARK  
4-008





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

## DETERMINATION OF NONSIGNIFICANCE

**File Number:** PA 08038

**Applicant:** Joel Hylback & Ronald Young

**Contact:** Laurey Tobiason  
Tobiason & Company, Inc.  
20434 10<sup>th</sup> Place SW  
Seattle, WA 98166-4106  
(206) 429-2875

**Lead Agency:** City of Marysville  
Community Development Department

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

**Description of Proposal:** A NON-PROJECT action requesting approval of a Rezone to change the land use designation of approximately 3.02-acres of APN 31052900300100 from R-12 (multi-family, medium density) to MU (mixed use). If the proposed Rezone request is approved, all future project action development proposals will be subject to the applicable Marysville Municipal Codes (MMC) and project level State Environmental Policy Act (SEPA) review, at time of application.

**Location of Proposal:** The proposed amendment request is site specific, encompassing approximately 3.02-acres of APN 31052900300100 located directly north of Gissberg Twin Lakes Park, approximately 1,600' west of Twin Lakes Avenue and southeast of the Crystal Tree Village mobile home park.

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

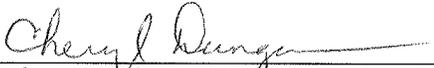
**Prepared by:** eli

**Reviewed by:** CAR

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted by the 29<sup>th</sup> day of September, 2008.

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

**Date:** 09/12/2008

**Signature:**   
*Cheryl Dungan, Planning Manager – Land Use, for responsible official*

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

**Distribution:**

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

*Tribal Government:*  
Tulalip Tribes

*Snohomish County:*  
Public Works – c/o Deb Werdal  
Snohomish Health District – Environmental Health Division

*City Departments:*  
Community Development  
Public Works

*Interest Groups:*  
Joel Hylback & Ronald Young, applicant  
Laurey Tobiason, Tobiason & Company, Inc.

*News Media:*  
Marysville Globe

**SEPA Appeal Procedures:**

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

19.22.070(3) Appeals.

- (a) Any agency or aggrieved person may appeal the procedures or substance of an environmental determination of the responsible official under SEPA as follows:
  - (i) A DNS. Written notice of such an appeal shall be filed with the responsible official within 15 days after the date of issuance of the DNS. The appeal hearing shall be consolidated with the hearing(s) on the merits of the governmental action for which the environmental determination was made.
  - (ii) A DS. Written notice of the appeal shall be filed with the responsible official within 15 days after the date of issuance of the DS. The appeal shall be heard by the city council within 30 days thereafter.

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

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE:** November 24, 2008

<b>AGENDA ITEM:</b> City of Marysville Transportation Element 2008 PA 08036	<b>AGENDA SECTION:</b> New Business	
<b>PREPARED BY:</b> Chris Holland, Senior Planner	<b>AGENDA NUMBER:</b>	
<b>ATTACHMENTS:</b> 1. City of Marysville Transportation Element 2008 2. PC Workshop Minutes from 04/08/08, 07/22/08 & 08/12/08 3. PC Public Hearing Minutes from 09/09/08 & 10/28/08 4. Adopting Ordinance	<b>APPROVED BY:</b>	
	<b>MAYOR</b>	<b>CAO</b>
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>	

The Marysville Planning Commission (PC) completed their review and recommendations for the City of Marysville Transportation Element 2008. The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multi-modal transportation system. The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

The Transportation Element is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) RCW 36.70A. The 2008 Transportation Element also is consistent and compatible with state, regional, Snohomish County and adjacent local municipality transportation plans.

The PC held public workshops on April 8<sup>th</sup>, July 22<sup>nd</sup> & August 12<sup>th</sup> 2008 and Public Hearings on September 9<sup>th</sup> & October 28<sup>th</sup> 2008 to receive testimony from property owners, staff and other interested parties following public notice. The PC made a motion to approve the City of Marysville Transportation Element 2008, and forward onto Marysville City Council for final action.

<p><b>RECOMMENDED ACTION:</b></p> <p>Affirm the PC’s recommendation for the City of Marysville Transportation Element 2008. The Transportation Element would have an effective date of January 1, 2009, as outlined in the adopting Ordinance.</p> <p>As outlined in Chapter 18.08 MMC, the City Council at a public meeting shall consider the PC’s recommendation and vote to approve; disapprove; modify and approve as modified, or; refer it back to the PC for further proceedings.</p> <p>Additionally, the City Council, at its discretion, may hold their own public hearings on the proposed amendments, subject to the notice and hearing requirements outlined in Section 18.08.020 MMC.</p>
<p><b>COUNCIL ACTION:</b></p>

# CITY OF MARYSVILLE TRANSPORTATION ELEMENT 2008

Prepared for:

City of Marysville

October 2008

Prepared by:

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**APPENDIX A: TRAFFIC IMPACT FEE (TIF) METHODOLOGY**

**APPENDIX B: 2007 EXISTING AND 2035 PLAN TRAFFIC OPERATIONS SUMMARY**

# Introduction

The City of Marysville has grown significantly during the past several years and is forecast to continue to grow over the next several decades. Surrounding communities including the Cities of Arlington, Lake Stevens, Everett, and unincorporated Snohomish County are also experiencing substantial growth. Growth in an around Marysville includes both residential housing and new employment.

This recent and forecast growth continues to add pressure to the transportation system serving these communities. The City of Marysville updated the Transportation Element of its Comprehensive Plan to better plan for and accommodate these additional transportation needs. The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multi-modal transportation system. The Transportation Element builds off of prior planning efforts for the City and its urban growth area (UGA). The current Transportation Element extends the planning horizon to 2035 to provide a longer-range assessment of facility needs. The longer-range evaluation will assist the City and neighboring communities to preserve needed rights-of-way and to assure that improvements can meet future needs, or be efficiently phased over time.

The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

The first section of the Transportation Element presents a summary of the existing transportation system facilities and issues. The Transportation Element then presents an overview of household and employment growth and a range of improvement alternatives that were evaluated. The core of the Transportation Element includes the various multi-modal systems plans and improvement projects and programs. Funding strategies are also presented, including use of fuel taxes, grants, transportation impact fees, and other City revenues. The final section presents the transportation-related goals, objectives, and policies to assist the City, other agencies, developers, and the general public in implementing the transportation system.

The Transportation Element of the Marysville Comprehensive Plan is based on and complies with the objectives and requirements of the Washington State *Growth Management Act* (GMA) [RCW 36.70A, 1990 and amendments]. The Transportation Element also is consistent and compatible with state, regional, Snohomish County, and adjacent local municipality transportation plans.

## A. Inventory of Existing Transportation Facilities and Conditions

Travel needs within the City of Marysville are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. Transportation facilities within the City also provide for travel through the community. The City's existing transportation system is comprised of freeways, highways, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit routes and facilities. Rail lines also traverse the City and affect other travel modes. The following summarizes key elements of the existing transportation system serving the City. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Element.

### Roadway System

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function and desired service. The City's roadway functional classification is presented in the Transportation System Plan section of the Transportation Element, based on existing and future transportation needs for the City.

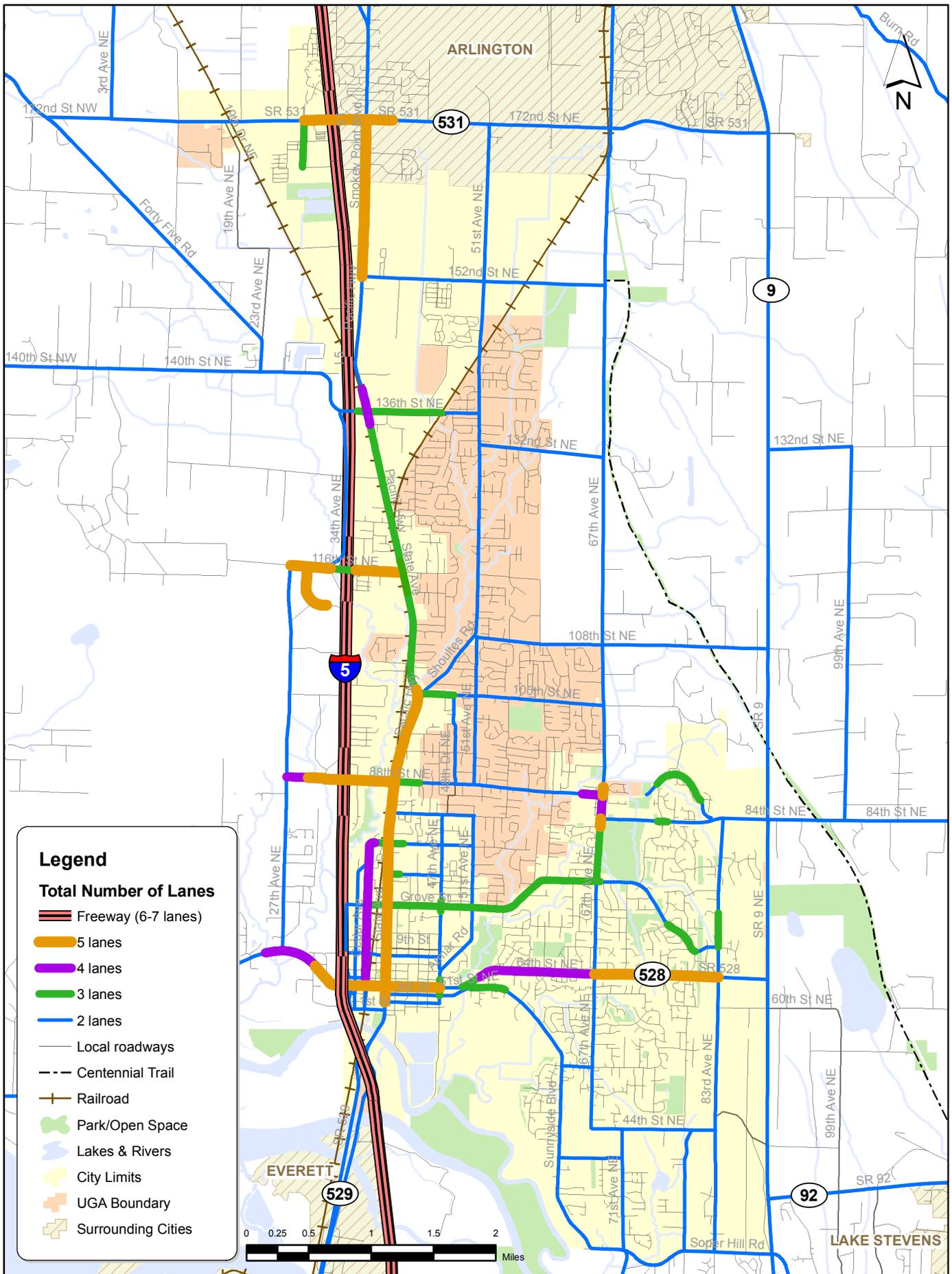
To provide background for developing the Transportation Element improvement projects and programs, a summary of existing conditions of the study area roadway system is presented. This includes the number of lanes and existing traffic controls, 2007 traffic volumes and operations, transportation safety, and the freight system. Non-motorized and transit facilities and services, which use the roadway system, are described in the next sections.

### Existing Highways and Street System

**Figure 1** and **Table 1** summarizes the existing state highways and arterial system serving the greater Marysville community. The City is served by several state highway and arterials.

#### *State Highways*

Six state highways serve travel to/from or within the City of Marysville and adjacent communities. I-5 is a six-lane, north-south, limited access freeway that connects Marysville south to Everett and Seattle and other communities south of Marysville. To the north, it connects to Skagit and Whatcom Counties and to Canada. Four interchanges serve the Marysville community – 4th Street (SR 528), 88th Street NE, 116th Street NE, and 172nd Street NE (SR 531).



**Figure 1**  
Existing (2007) Highway and Street System

**Table 1. Inventory of Existing Arterial and Collector Roadways Serving Marysville (2007)**

Roadway	Number of Lanes	Speed Limit (mph)
Interstate I-5	6	60
State Route 9 (SR 9)	2	45-55
State Route 529 (SR 529)	2 to 5	30-45 within the City
4 <sup>th</sup> Street/64 <sup>th</sup> Street NE (SR 528)	2 to 5	25-45
Grove Street	2 to 3	25-30
84 <sup>th</sup> Street NE	2	35
88 <sup>th</sup> Street NE	2 to 5	35
116 <sup>th</sup> Street NE	2 to 5	35
67 <sup>th</sup> Avenue NE	2 to 3	35
172nd Street NE (SR 531)	2 to 5	25-35
State Avenue/Smokey Point Boulevard	2 to 5	30-40
100 <sup>th</sup> Street NE	2	35
108 <sup>th</sup> Street NE	2	35
132 <sup>nd</sup> Street NE	2	35
136 <sup>th</sup> Street NE	2 to 3	35
152 <sup>nd</sup> Street NE	2	35
8 <sup>th</sup> Street	2	25
47 <sup>th</sup> Avenue NE	2	25
51 <sup>st</sup> Avenue NE	2	25-40
Shoultes Road	2	35
Sunnyside Boulevard/Soper Hill Road	2 to 3	35

SR 9 is another north-south state highway serving Marysville. It is located approximately 3.5 miles east of I-5 and connects with the Cities of Arlington, Lake Stevens, Snohomish, and Woodinville. In the vicinity of Marysville, it generally has one lane in each direction with additional turn lanes at intersections.

SR 529 is a north-south state highway connecting Marysville to the City of Everett and also to the Port of Everett. SR 529 is an extension of State Avenue. The SR 529 designation begins at its intersection at 4th Street (SR 528). SR 529 has five total lanes between 4th and 1st Streets in downtown Maryville, transitioning to an existing two-lane bridge over the Steamboat Slough. SR 529 has an interchange with I-5; however, the ramps only provide connections to/from the south and do not directly serve Marysville.

SR 528 and SR 531 are east-west state highways serving the City. SR 528, which also serves as 4th Street and 64th Street NE, connects SR 9 to I-5 through downtown Marysville. It has four to five travel lanes between the I-5 interchange ramps and 47th Avenue NE. East of 47th Avenue NE, the number of lanes varies between two and five.

SR 531 is an east-west State highway that serves the developing areas of northwest Marysville and the City of Arlington. SR 531 is also named 172nd Street NE. West of I-5, SR 531 connects to the unincorporated areas of Snohomish County near Lake Goodwin. East of I-5, the highway serves Arlington and the Lakewood and Smokey Point community,

and connects to SR 9. Near I-5, the corridor has five or more travel lanes (including turn lanes). East of 40th Avenue NE, the highway transitions to two-to-three lanes.

SR 92 provides an east-west highway connection between Granite Falls and SR 9, at Marysville. It is generally a two-lane road with turn lanes at several major intersections.

I-5 and SR 9 are classified by Washington State as Highways of Statewide Significance (HSS). HSS facilities connect major communities in the State. The HSS designation is important in the allocation and direction of funding. The HSS designation also exempts the highways from local agency concurrency provisions. The other four state highways serving the Marysville area are classified as Highways of Regional Significance (HRS).

### *City Arterials*

The primary north-south arterial serving Marysville is State Avenue/Smokey Point Boulevard. State Avenue/Smokey Point Boulevard is an extension of SR 529 and parallels I-5 between Marysville to Arlington. It has two to five travel lanes.

Other corridors providing for north-south travel within the City include 51st and 67th Avenues NE. At its south end, 51st Avenue NE transitions to/from the west and connects to 4th Street (SR 528) in the 47th Avenue NE alignment. 51st Avenue NE does not currently connect between 84th and 88th Streets NE. North of 88th Street NE, 51st Avenue NE transitions through the City's urban growth area (UGA) and then connects to 172nd Street NE (SR 531) in Arlington. The 51st Avenue NE corridor has two travel lanes, with additional turn lanes at some intersections.

67th Avenue NE is located approximately one mile east of 51st Avenue NE. It also connects SR 528 with SR 531. South of 64th Street NE (SR 528), 67th Avenue NE along with 71st Avenue NE provides a north-south route in the Whiskey Ridge subarea. North of SR 528, the existing corridor provides access to residential areas within the City south of 88th Street NE. North of 88th Street NE the corridor is adjacent to the City of Marysville UGA and then traverses through unincorporated Snohomish County. Just south of 172nd Street NE (SR 531) the corridor enters the City of Arlington. The corridor has two to three travel lanes.

The most significant existing east-west arterial corridors that are not state highways include Sunnyside Boulevard/Soper Hill Road, Grove Street, 88th Street NE, 136th Street NE, and 152nd Street NE. The Sunnyside Boulevard/Soper Hill Road corridor connects SR 9 with 3rd Street in downtown Marysville. It provides an alternative to SR 528 for some travel patterns. It primarily has two travel lanes, with turn lanes at some intersections.

Grove Street provides for east-west circulation and mobility between north downtown Marysville and 83rd Avenue NE in east Marysville. Located north of SR 528, it primarily serves intra-City travel patterns. It has two to three travel lanes.

88th Street NE provides access to an interchange with I-5. East of State Avenue, it travels through the existing City boundaries, into the unincorporated UGA, and back into the City west of 67th Avenue NE. The existing corridor shifts south along 67th Avenue NE and then uses 84th Street NE to connect to SR 9. East of SR 9, the corridor serves unincorporated areas of Snohomish County and Granite Falls. Most of the corridor has two to three travel

lanes, with the segment between I-5 and State Avenue having four to five lanes. Additional lanes also currently exist in the vicinity of the intersections of 88th at 67th Avenue NE and 84th Street NE at SR 9.

The 136th Street NE corridor crosses I-5 but does not provide an interchange. West of I-5 the roadway curves to/from the north and becomes 140th Street NE in Snohomish County. East of Smokey Point Boulevard, 136th Street NE connects to 51st Avenue. East-west traffic can connect between 51st and 67th Avenues NE using 132nd Street NE via 51st Avenue NE. The corridor has two to three travel lanes.

152nd Street NE currently provides for east-west circulation between Smokey Point Boulevard and 67th Avenue NE. It is a two-lane roadway.

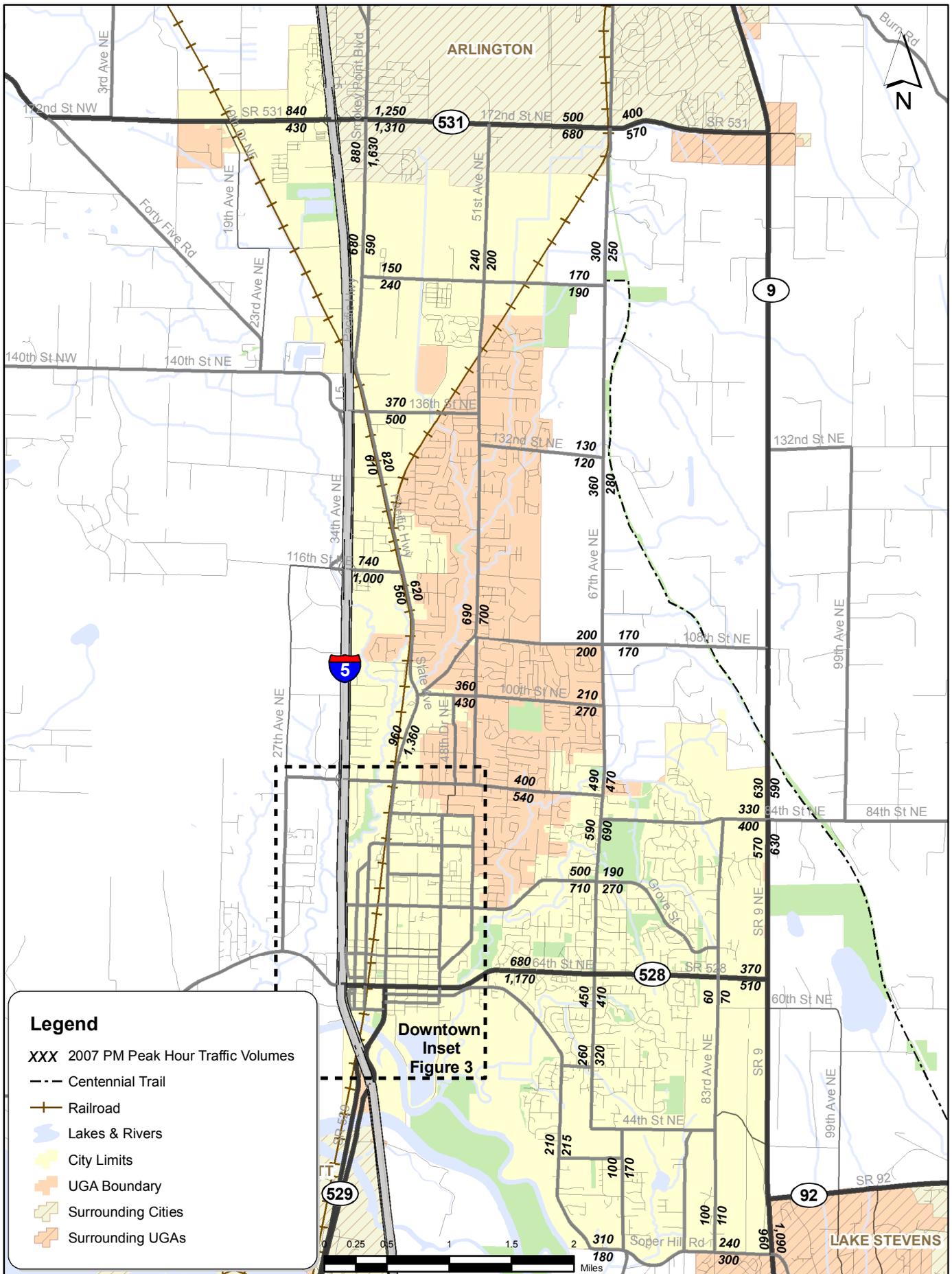
## 2007 Traffic Volumes

Traffic volumes in urban areas in the Puget Sound Region are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping, and other day-to-day activities which result in travel between 4:00 and 6:00 pm, Monday through Friday. Therefore, the weekday PM peak hour is typically used for evaluating transportation system needs. Traffic volumes for 2007 were provided by the City of Marysville, Washington State Department of Transportation (WSDOT), and new traffic counts collected at the key locations. Existing (2007) weekday PM peak hour volumes are shown in **Figure 2** for selected locations in the City and surrounding study area. **Figure 3** shows the 2007 PM peak hour volumes for the downtown area.

In the greater Marysville study area, the highest weekday PM peak hour traffic volumes occur on the arterials connecting with the I-5 interchanges. The PM peak hour traffic volumes on 172nd Street NE (SR 531) just east of I-5 exceed 3,500 vehicles per hour (vph). The volumes decrease to 2,500 vph east of Smokey Point Boulevard. Further to the east, in the vicinity of 67th Avenue NE, the two-way traffic volumes decrease to below 1,500 vph.

Similar traffic volume patterns are found along the 88th/84th Street NE corridor. Just east of the I-5 northbound interchange ramps, 88th Street NE carries nearly 2,200 vph. In the vicinity of 51st Avenue NE, the two-way, PM peak hour volumes decrease to approximately 1,000 vph. Just west of its intersection with 67th Avenue NE, the 2007 volumes drop to fewer than 700 vph.

Nearly 3,000 vph were counted on SR 528, just east of the northbound interchange ramps. These volumes decrease fairly quickly as traffic turns to/from downtown streets such as Cedar Avenue. East of the intersection at State Avenue, the two-way volumes are just over 1,500 vph. Between State Avenue and 67th Avenue NE, the 2007 volumes remain in the 1,500 vph range. As SR 528 approaches its intersection with SR 9, the 2007 PM peak hour volumes decrease to less than 1,000 vph.



**Figure 2**  
2007 PM Peak Hour Directional Traffic Volumes

City of Marysville Transportation Element 2008





The 2007 PM peak hour traffic volumes in the SR 529/State Avenue/Smokey Point Boulevard corridor were approximately 1,500 vph south of 1st Street. These increase to almost 1,900 vph north of Grove Street. Between 88th Street NE and 152nd Street NE, the 2007 PM peak hour volumes on State Avenue/Smokey Point Boulevard decrease from 2,320 vph to 1,150 vph. Just south of 172nd Street NE (SR 531) the PM peak hour volumes increase to over 2,500 vph, due to the traffic generated by the existing commercial land uses in Arlington.

The 2007 two-way PM peak hour volumes on SR 9 are over 2,200 vph south of Soper Hill Road. The volumes decrease to 1,400 vph north of SR 528. Volumes on SR 9, just south of 172nd Street NE (SR 531) are approximately 900 vph.

Traffic volumes on 47th Avenue NE generally are approximately 800 vph just north of 4th Street (SR 528). The volumes decrease to fewer than 350 vph on 51st Avenue NE north of Grove Street. As previously noted, 51st Avenue NE does not currently connect between 84th and 88th Streets NE, north of Grove. Between 88th and 108th Streets NE, the 2007 PM peak hour volumes range from 350 vph to 500 vph. North of 108th Street NE, the 2007 volumes on 51st Avenue NE were approximately 1,400 vph, declining to just over 400 vph north of 152nd Street NE. This reflects the limited level of existing development in the north part of the corridor.

Between 88th Street NE and 64th Street NE (SR 528) the 2007 PM peak hour volumes on 67th Avenue NE range from 1,300 vph to 900 vph. These represent the highest PM peak hour volumes along 67<sup>th</sup> Avenue NE in the City. The PM peak hour volumes on other segments of 67th Avenue NE range from approximately 400 vph south of 52nd Street NE to 900 vph just south of SR 528. North of 88th Street NE, the 2007 two-way PM peak hour volumes are generally within a range of 600 to 900 vph with the highest volumes near 88th Street NE.

## Traffic Operations

Traffic operations analyses provide a quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options.

### *Level of Service Standards*

Levels of service are typically evaluated based on methodologies documented in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. The HCM is a nationally recognized and locally accepted method of measuring traffic operations. Criteria range from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay. LOS for arterial corridors is measured in terms of average travel speeds.

As part of its Comprehensive Plan, the City of Marysville has adopted level of service (LOS) standards to evaluate how intersections under its jurisdiction operate. As noted above, the transportation system serving Marysville is also under the jurisdiction of the State, County,

and adjacent cities. These agencies also have established LOS standards which may affect the transportation system needs in the Marysville area. The following summarizes the existing level of service standards for these agencies.

**City of Marysville LOS Standards.** The City previously defined concurrency LOS standards for both intersection and corridor performance. As part of the 2008 update, the City decided to limit its LOS standards to intersection operations. The following criteria summarize the current LOS standards established by the City. The City applies the standards to weekday PM peak hour conditions. The City applies its LOS standard to intersections of state highways, arterials, and collectors within the City. As areas are annexed, the City's standards are applied.

- LOS E “mitigated” for the following corridors. LOS E mitigated means that the congestion should be mitigated through improvements, transit, ridesharing, or other travel modes when the intersection falls below LOS E.
  - SR 529/State Avenue/Smokey Point Boulevard between the south City limits and north City limits
  - 4th Street/64th Street NE (SR 528) between I-5 and SR 9
- LOS D
  - All other intersections of arterials or collectors with another arterial or collector

The City's LOS standards are consistent with the State and regional standards for state highways within the City, as described below.

**State Highway LOS Standards.** As discussed above, the City of Marysville is served by six state highways. Two of the highways, I-5 and SR 9, are classified as Highways of Statewide Significance (HSS). The other four are classified as Highways of Regional Significance (HRS).

According to WSDOT's Highway Systems Plan, the LOS standards are set forth by state law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. I-5 and SR 9 are HSS facilities serving Marysville. All of I-5 is located in the urban area within Marysville so the LOS D standard applies. SR 9 traverses both urban and rural areas so the LOS standard is dependent on location. WSDOT classifies SR 9 between Soper Hill Road and SR 531 as an urban facility, so the LOS D standard would apply. The GMA concurrency requirements do not apply to HSS facilities.

LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) and WSDOT and are identified in the State's Highway System Plan. The LOS standards for HRS are divided into three categories including Tiers 1, 2, and 3.

Tier 1 highways serve the inner urban area representing a 3 mile buffer around the most heavily traveled highways such as I-5. SR 528 and SR 529 are classified as Tier 1 HRS facilities in Marysville. The LOS standard for Tier 1 highways is LOS E-“Mitigated” meaning that mitigation must be provided during the PM peak hour if the level of service falls below LOS E.

Tier 2 highways serve the outer urban area which represents the area outside of the 3 mile buffer around heavily traveled highways and usually fall in areas farther from transit service with fewer alternative roadways. SR 92 and SR 531 are Tier 2 highways in the vicinity of Marysville. The standard for Tier 2 highways is LOS D. Tier 3 highways are rural routes in rural areas with and must maintain LOS C or above to meet standards. There are no Tier 3 highways in the Marysville study area.

Cities and counties are required to include the LOS standards for all state routes in the transportation element of their local comprehensive plan. The PSRC certifies the transportation elements of the city and county plans, and ensures that the regional LOS standards are included. PSRC notes that state law is silent on whether agencies include or exempt HRS facilities from local concurrency requirements.

**Snohomish County LOS Standards.** Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. Level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based on area type and arterial classification. In rural areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.

Arterial units have been defined along several key corridors within and near the City's urban growth area. For example, east of the City limits arterial units are defined along 84th Street NE and 132nd Street NE. West of I-5 and the City limits, arterial units are defined along Marine Drive, and the west end of 136/140th Street NE. The County portion of 88th Street NE between State Street and 67th Avenue NE is also an arterial unit as defined by Snohomish County. A north/south County arterial within the UGA is 51<sup>st</sup> Ave NE. Other collectors located in the vicinity of Marysville are also defined as arterial units by the County.

**City of Arlington LOS Standards.** The City of Arlington directly abuts Marysville and several arterial corridors are shared by the two cities. Arlington has adopted LOS D or better for arterials and collectors. In addition, the LOS D standard applies to local roads that primarily serve its central business district or industrial areas. Arlington also has established LOS C or better for local residential streets. The City of Arlington further recognizes and adopts the most current LOS standard along state highways, as described above. The City measures both the intersection operations and the volume-to-capacity (v/c) of roadway segments.

### *LOS Methodology*

Intersection levels of service at the key intersections were evaluated based on methodologies presented in the Highway Capacity Manual (HCM)(Transportation Research Board, 2000). Corridor LOS is also based on HCM principles. When calculating corridor levels of service the individual intersection delay is combined with the free flow speeds between intersections, to calculate an overall average speed for the corridor. Based on the roadway classification, the travel speed is compared to the defined LOS ranges, and the LOS reported. Travel speeds calculated through Synchro were validated with field runs conducted to assure that speeds calculated via the Synchro model were generally consistent with observations noted in the field.

### Existing (2007) Levels of Service

Figures 4 and 5 summarize the 2007 PM peak hour intersection LOS and control type for each of the study intersections. As noted above, Snohomish County does not have LOS standards for individual intersections. For purposes of this analysis, intersections within the City of Marysville UGA were evaluated based on the City's LOS standards. Ten of the study intersections currently do not meet the City or applicable WSDOT LOS standards.

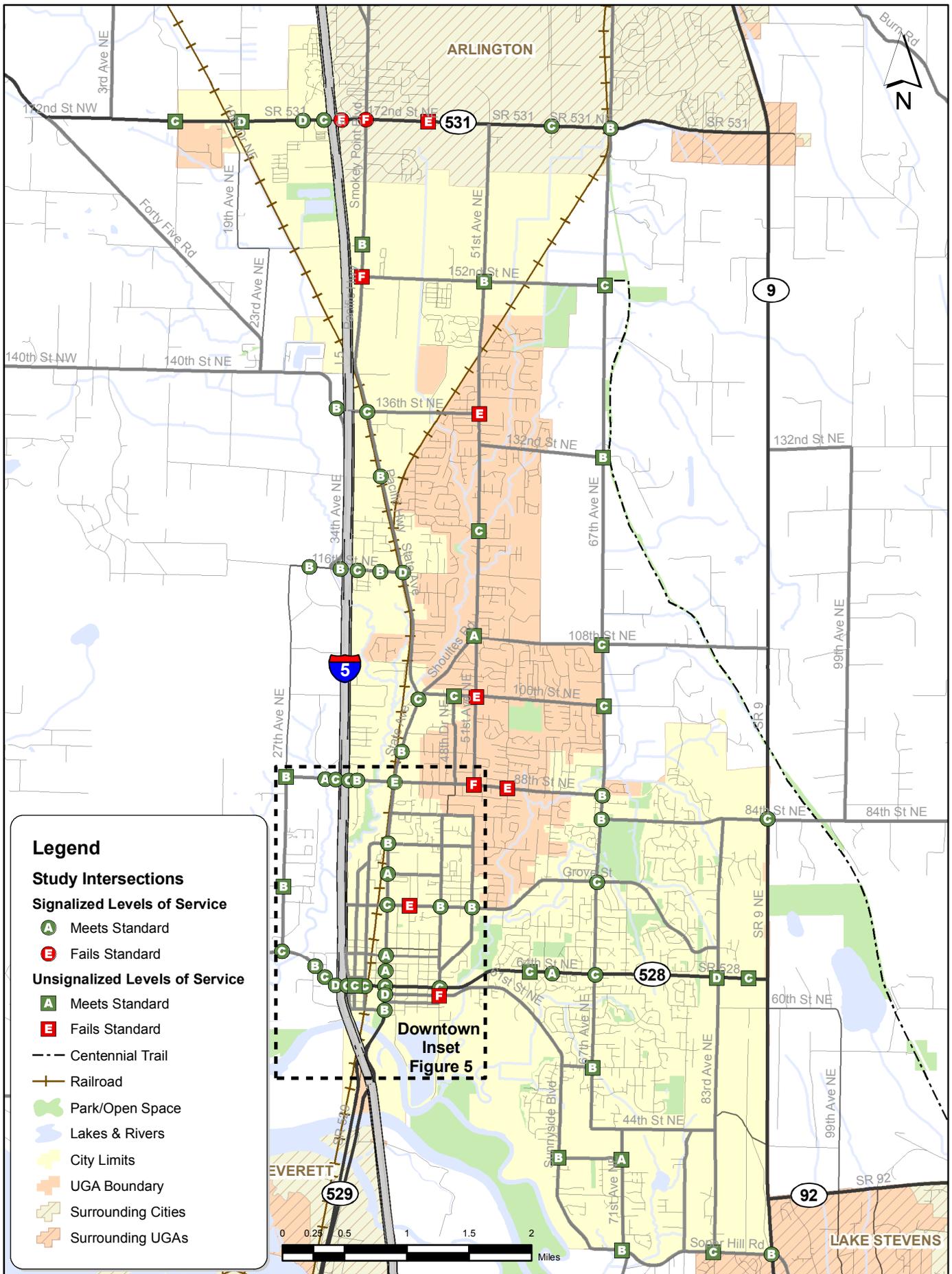
Three of the 10 intersections are within the City of Marysville city limits, four are within the Marysville UGA, and three are along 172nd Street NE (SR 531) in Arlington. The intersections falling below the LOS standards are summarized in **Table 2**.

**Table 2. 2007 PM Peak Hour Intersection Levels of Service Below Standards**

Intersection	Jurisdiction	Traffic Control	2007 PM Peak Hour Level of Service	Level of Service Standard
3rd Street at 47th Avenue NE	Marysville	AWSC <sup>1</sup>	F	D
Grove Street at 43rd Avenue NE	Marysville	Unsignalized	E	D
Smokey Point Blvd at 152nd Street NE	Marysville	Unsignalized	F	E <sup>2</sup>
51st Avenue NE at 136th Street NE	Snohomish County/ Marysville Urban Growth Area	Unsignalized	E	D <sup>3</sup>
51st Avenue NE at 100th Street NE	Snohomish County/ Marysville Urban Growth Area	Unsignalized	E	D <sup>3</sup>
51st Avenue NE at 88th Street NE	Snohomish County/ Marysville Urban Growth Area	Unsignalized	F	D <sup>3</sup>
55th Avenue NE at 88th Street NE	Snohomish County/ Marysville Urban Growth Area	Unsignalized	E	D <sup>3</sup>
172nd Street NE (SR 531) at I-5 Northbound Interchange Ramps	State Highway in Arlington	Signal	E	D
172nd Street NE (SR 531) at Smokey Point Blvd	State Highway in Arlington	Signal	F	D
172nd Street NE (SR 531) at 43rd Avenue NE	State Highway in Arlington	Unsignalized	E	D

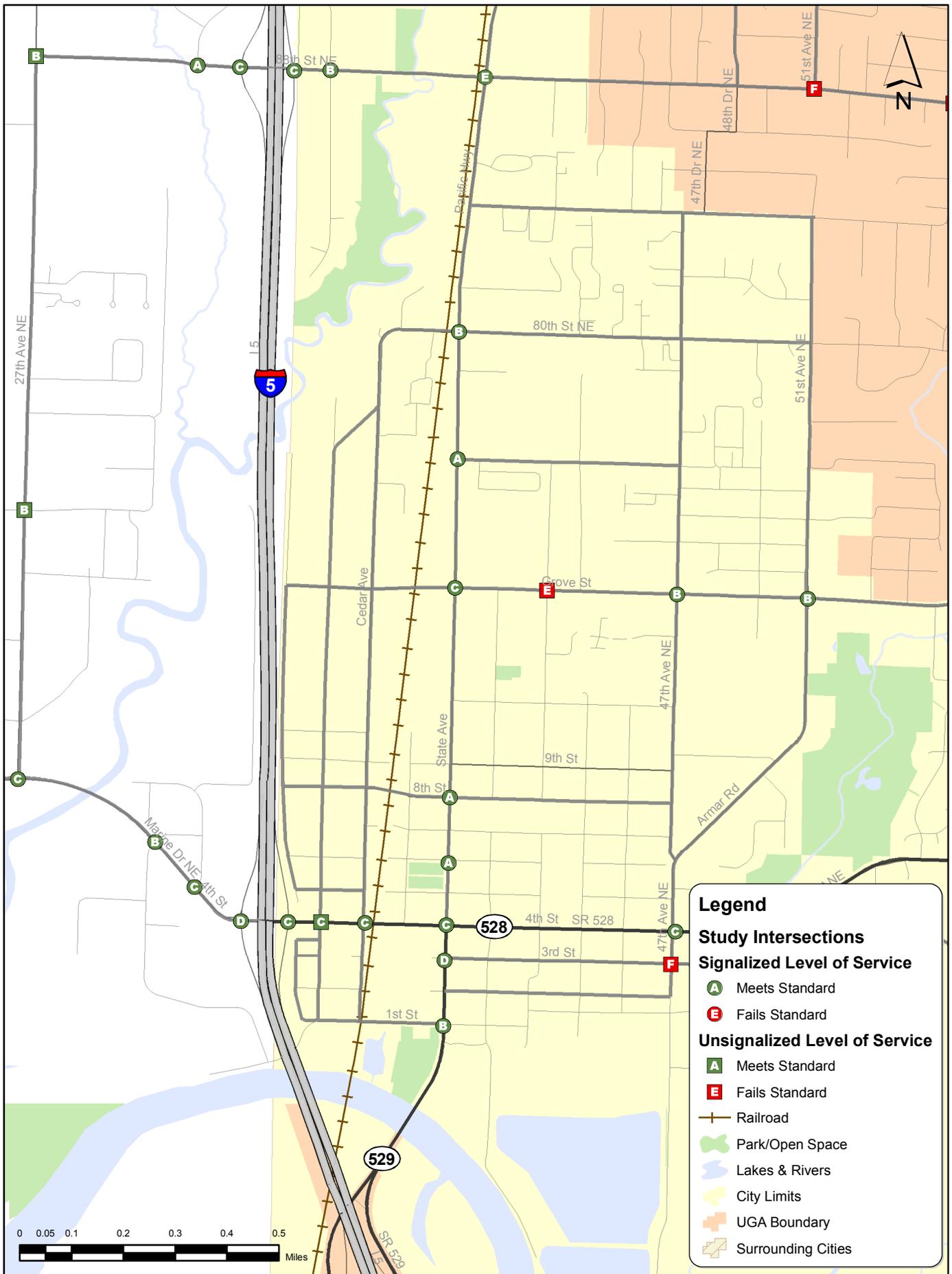
1. AWSC = All-way stop control  
 2. E = LOS E mitigated, which means that the congestion should be mitigated through improvements or use of alternative travel modes or ridesharing.  
 3. Intersection located in Snohomish County which does not have intersection level of service standards; reported standard is based on City of Marysville requirements.

As shown in **Table 2**, six of the seven intersections in Marysville or its UGA that operate below the City's LOS standards are unsignalized, with stop signs only on the minor street approach. For unsignalized intersections with stop sign control on the minor street approaches, the level of service reflects the operations for the worst movement, which is typically on one of the stop-controlled approaches. The poor level of service at these intersections results from the relatively high volume of traffic on the major road which limits the ability of traffic on the side streets from entering or crossing the major street.



**Figure 4**  
 2007 PM Peak Hour Intersection Levels of Service





**Figure 5**  
 2007 PM Peak Hour Intersection Levels of Service - Downtown Area



Traffic signals will be installed in the near future at the Marysville intersections at Grove Street at 43rd Avenue NE and Smokey Point Boulevard at 152nd Street NE. These improvements will resolve the existing level of service deficiencies at these intersections. The other City of Marysville intersection, 3rd Street at 47th Avenue NE, is currently an all-way stop-controlled intersection. A traffic signal will be operating at this intersection in 2008 which will resolve the LOS deficiency.

Snohomish County has programmed improvements, including signals, at 51st Avenue NE at 136th Street NE and at 51st Avenue NE at 100th Street NE. These improvements will resolve the level of service deficiencies reported in Table 2. The other two intersections within the City's Urban Growth Area (51<sup>st</sup> Avenue NE at 88<sup>th</sup> Street NE and 55<sup>th</sup> Avenue NE at 88<sup>th</sup> Street NE) that do not meet the level of service standards will need to be improved when the area is annexed to the City. Installation of traffic signals would resolve the existing level of service deficiency at these two intersections.

Three of the poorly operating intersections are along SR 531 in Arlington. LOS D is the standard for SR 531 as established by WSDOT and PSRC. Two of the three intersections are signalized.

## **Traffic Safety**

The traffic safety analysis was conducted on major roadways and intersections within the City of Marysville. Historical accident data along all major roadways were provided by the City for the three-year period from 2004 to 2006. Analysis and statistics were summarized by accidents related to fatalities, intersections, roadway segments, and pedestrians or bicycles.

### ***Fatalities***

During the three year study period (2004-2006), two fatal accidents occurred in the study area. The fatalities occurred in separate accidents. One occurred in 2006 at the intersection of SR 531 and 19<sup>th</sup> Avenue NE. SR 531 is a major east-west arterial serving the north part of the City. The fatal accident was the result of a vehicle running off the road. The other fatality accident occurred in 2004 near the intersection of State Avenue and 122<sup>nd</sup> Street NE in Marysville. State Avenue is a major north-south arterial in the City with a 40 mph speed limit. Its intersection at 122<sup>nd</sup> Street NE currently has no traffic controls. The fatal accident at this intersection in 2004 was the result of a rear end collision.

### ***State Highway - High Accident Locations***

Within Marysville, the Washington State Department of Transportation (WSDOT) has identified Hazardous Accident Locations (HALs) along several state highways including SR 9, SR 528, SR 529, and SR 531. WSDOT identifies state highway HALs that meet certain criteria to identify potentially unsafe accident locations. For the year 2006, a HAL was identified for SR 9, near the intersection of 108<sup>th</sup> Street NE (mileposts 21.88 to 22.02). On SR 528 a HAL was identified from I-5 to Quinn Avenue (mileposts 0.02 to 0.62). On SR 531 a HAL was identified near the intersection of 28<sup>th</sup> Drive NE (mileposts 6.19 to 6.38). No HALs were identified on SR 529 in Marysville. Rear-end collisions resulting from traffic congestion, are noted as the primary cause of accidents for these HALs.

Within Marysville, WSDOT has not identified any High Accident Corridors (HACs) along SR 9, SR 528, SR 529, or SR 531. Like HALs, WSDOT identifies state highway HACs that meet certain criteria to identify potentially unsafe accident locations.

### *Intersection Safety Analysis*

**Table 3** summarizes intersections within the City of Marysville with high incidence City intersections. Typically, any intersection with an accident rate greater than one accident per million entering vehicles (MEV) should be monitored to determine if improvements could be made to increase safety.

The historical accident rates suggest that there are no intersections within Marysville which currently have an excessive number of accidents relative to their volume of traffic. The intersection with the highest rate (0.82) is at the 67th Avenue NE/84th Street NE intersection where 44 percent of accidents were rear-end collisions. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Congested traffic operations at this location are associated with long queues on 67<sup>th</sup> Avenue NE. Congestion and associated rear-end collisions are most common at the other high accident rate intersections of State Avenue/88th Street NE, State Avenue/80th Street NE, Cedar Avenue/4th Street, and 47th Avenue NE/4th Street.

**Table 3. Highest Accident Intersections in Marysville (2004-2006)**

Intersection	Average	Daily Total	Accidents per MEV <sup>2</sup>	Accident Type (Majority)
	Accidents per Year	Entering Vehicles <sup>1</sup>		
State Avenue at 4th Street (SR 528)	16.3	62,000	0.71	Left turn/Angle
State Avenue / 88th Street NE	10.7	37,200	0.79	Rear-end
State Avenue / 3rd Street	6.7	45,000	0.41	Angle
State Avenue / 80th Street NE	5.7	37,200	0.42	Rear-end
State Avenue / 92nd Street NE	4.7	25,100	0.51	Angle
State Avenue / 100th Street NE	4.7	23,700	0.54	Angle
State Avenue / 1st Street	4.0	46,600	0.24	Not Available
Cedar Avenue / 4th Street (SR 528)	4.7	60,700	0.21	Rear-end
67th Avenue NE / 84th Street NE	5.3	17,800	0.82	Rear-end
67th Avenue NE / 64th Street NE (SR 528)	4.7	22,700	0.56	Left turn/Angle
47th Avenue NE / 4th Street (SR 528)	5.7	59,600	0.26	Rear-end

Source: Marysville historical accident records (2004 to 2006)

1. Estimated based on 2007 PM peak hour traffic volumes

2. Accidents per million entering vehicles

### *Roadway Safety Analysis*

Average accident rates were analyzed along major roadway corridors to identify roadway segments with potential safety problems. To provide meaningful comparisons, accidents along roadway segments are typically analyzed in terms of accidents per million vehicle miles

(acc/mvm) traveled. No universally accepted guidelines exist for identifying hazards based on accident rates for roadway segments alone; however, WSDOT publishes average accident rates for state highways by roadway classification. Based on 2005 WSDOT reports, these rates range from 2.77 to 3.88 acc/mvm for arterial highways. Another comparison can be made by examining the average accident rates found throughout the City and identify those segments that exceed the average rate for the City.

Based on City data, the average for all of the analyzed roadway segments was 1.61 (excluding intersection related accidents). Several roadway segments within the arterial corridors exceed this average value for the City. These include:

- 88<sup>th</sup> Street NE between I-5 and State Avenue
- 4th Street (SR 528) between 33<sup>rd</sup> Avenue NE (west of I-5) and State Avenue
- 3<sup>rd</sup> Street between State Avenue and Sunnyside Boulevard
- State Avenue between 1<sup>st</sup> Street and 136<sup>th</sup> Street NE
- 67<sup>th</sup> Avenue NE between 64<sup>th</sup> Street NE and 88<sup>th</sup> Street NE

Many of the road segments with the higher than average accident rates are also corridors with the highest traffic volumes, as discussed above. State Avenue, 88th Street NE, 4th Street (SR 528), and 67th Avenue NE are all classified as principal or minor arterials. 3rd Street is classified as a collector arterial; however, 3rd Street is also impacted by traffic diverting off of 4th Street.

### ***Pedestrian/Bicycle Safety***

Between 2004 and 2006 there were 29 accidents involving pedestrians and 32 accidents involving bicyclists in Marysville. The largest concentration of these types of accidents occurred along the State Avenue corridor. Twelve bicycle related accidents and ten pedestrian related accidents occurred in this corridor between 2004 and 2006.

Based on more recent City data, 56 collisions involving pedestrians were reported between 2002 and 2007. The highest concentrations of the pedestrian collisions are along State Avenue and 4th Street (SR 528). These are some of the highest volume roadways in the City. The higher level of pedestrian activity in the downtown area results in a significant number of crossings of these high volume arterials which greatly increases the potential for safety issues.

The City reports that a total of 57 bicycle accidents were reported in the City limits between 2002 and 2007. The majority of these occurred along State Avenue, Grove Street, 4th Street (SR 528), or 67th Avenue NE. These are all higher volume arterials which currently have limited bicycle facilities.

Within Marysville, WSDOT has identified one High Pedestrian Accident Location (PAL) along 4th Street (SR 528) between Beach Avenue and Delta Avenue (mileposts 0.11 to 0.28) in downtown Marysville. No other sections of the state highways in Marysville (SR 9, SR 528, SR 529, and SR 531) are currently listed as a PAL by WSDOT.

## **Freight System**

Freight movement in the study area involves both trucks and rail transportation. The City works to provide adequate routes and facilities for movement of goods by truck. Rail tracks also traverse the City. The railroad track impacts other transportation modes in the City.

### *Truck Routes*

The City of Marysville serves a large volume of truck traffic due to its proximity to I-5, as well as the local commercial and industrial land uses. The City has an adopted truck route system. The system includes the connections to the three existing interchanges with I-5 and to SR 529 which provides a connection to the Port of Everett. The primary existing east-west truck route is 4th Street/64th Street NE (SR 528)) between I-5 and SR 9. This route is supplemented with truck routes along sections of 1st and 2nd Streets in downtown Marysville. In addition, Grove Street serves as a truck route between Cedar Avenue and 67th Avenue NE. Trucks using Grove Street must use 84th Street NE or 64th Street NE (SR 528) between 67th Avenue NE and SR 9. Both 88th and 116th Streets NE are truck routes between their interchanges with I-5 and State Avenue. In the Smokey Point area, 152nd Street NE is the currently designated truck route.

The primary north-south truck route in Marysville is SR 529 and State Avenue which parallels I-5. However, due to the tight-turning radius at 4th Street (SR 528) and other factors, the segment of State Avenue between Grove Street and 2nd Street is not part of the designated truck route. Instead, the north-south truck route through downtown Marysville is shifted to Cedar Avenue via 1st Street and Grove Street. 80th Street NE provides an alternative truck connection between Cedar Avenue and State Avenue.

The other existing north-south truck route within the City is 67th Avenue NE. The designated truck route extends between the existing City limits near 88th Street NE and 64th Street NE (SR 528).

Recent and planned growth and annexations will result in additional truck traffic. Expansion of the designated truck routes is described in the Transportation Systems Plan section of the Transportation Element.

Truck parking is another issue for the City of Marysville. The City has designated locations for truck parking in the south and north parts of Marysville. However, as properties in these areas are being developed, the availability of on-street parking for trucks is being diminished. Trucks parking on arterials or collectors can obstruct visibility as well as impact traffic safety and operations.

### **Rail Crossings**

There are 17 public crossings and approximately 9 private crossings in the City of Marysville transportation study area. Burlington Northern Santa Fe (BNSF) Railways operates the main rail line through the City of Marysville and a spur that branches off from the main line and ends in Arlington. The BNSF mainline parallels State Avenue/Smokey Point Boulevard. The spur to Arlington branches off from the BNSF mainline approximately one quarter mile north of 116th Street NE in Marysville. The BNSF main line contains 11 public crossings in the City while the remaining 6(5 within the City) public crossings are on the BNSF spur to Arlington. **Figure 6** illustrates the location of the rail crossings within the city and provides information on whether the crossing is public or private and whether the crossing is signalized or simply signed.

All of the private crossings are on the BNSF main line. The United States Department of Transportation (USDOT) reports that approximately 19 trains use the BNSF mainline every day with AMTRAK offering an average of one passenger train service per day. The USDOT also estimates that one train per day typically uses the spur to Arlington.

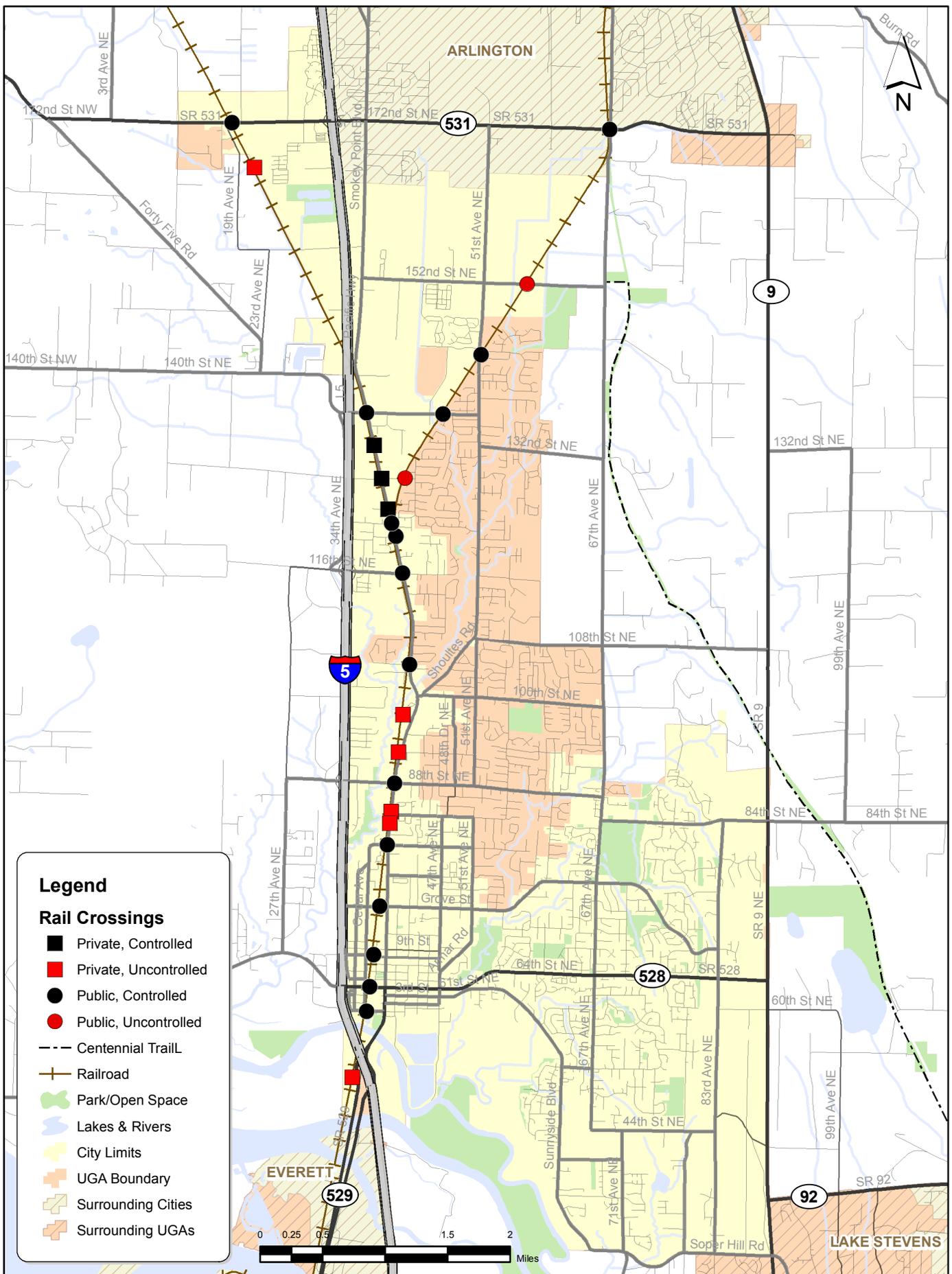
The rail crossings have been the location of several accidents during the past 10 years. Some of the accidents have resulted in fatalities or injuries. Crash reports compiled by United States Department of Transportation (USDOT) show that the collisions at the public at-grade crossings were a result of motorists ignoring the gates and flashing beacons. The accidents can result in the rail line and/or City arterials being closed.

Rail crossings also impact pedestrian and bicycle travel in the City and surrounding area. Some of the rail crossings of streets are at oblique angles which can result in safety problems for bicyclists. In addition, pedestrians and bicyclists can feel unsafe and be exposed to collisions, especially at uncontrolled crossings.

### **Pedestrian and Bike Facilities**

Bicycle and pedestrian facilities play a vital role in the City's transportation environment. The non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well established system encourages healthy recreational activities, reduces vehicle demand on City roadways, and enhances safety within a *livable community*. Pedestrian and bicycle facilities also provide access to/from transit stops. Good transit access can increase the use of non-auto travel modes.

A viable non-motorized transportation system consists of the connection of traffic generators, such as major employers, the downtown, schools, residential areas, parks, and transit stops through a system of bike and pedestrian facilities. Existing and planned pedestrian and bicycle facilities are illustrated on **Figures 19-22** in the Transportation System Plan section of the Transportation Element.



**Figure 6**  
Existing (2007) Rail Crossings

## **Pedestrian Facilities**

The majority of the existing sidewalks and pathways for pedestrians are in the downtown area of the City. Sidewalks or pathways also are located along some arterials and local streets throughout the City. However, gaps in the system reduce the connectivity between various subareas of the City.

The City's street standards identifies the standards for pedestrian facilities to be constructed as part of transportation projects or as part of new developments.

Within many parts of the City and its UGA, pedestrians are generally forced to walk on roadway shoulders, if available. This can pose safety issues and reduces the likelihood for pedestrian travel in the City. Historical pedestrian accident data were summarized in the traffic safety section.

The City also is served by several multi-use trails. The major trail in the region is the Centennial Trail located east of Marysville. It provides a connection between 152nd Street NE at 67th Avenue NE to the City of Lake Stevens and other areas southeast of Marysville. Currently, there are limited direct trail or pedestrian connections to the Centennial Trail to/from the City of Marysville.

Other trails or pathways have or are being developed as part of the City's parks and open space plans.

## **Bicycle Facilities**

There are only a limited number of existing bike lanes within Marysville and the surrounding communities. As part of its street standards (Engineering Design Standards [EDDS] 2006) the City has identified locations and standards for bicycle facilities. The EDDS focus is to provide a continuous system of bicycle facilities throughout the City, UGA, and connecting to the surrounding communities. The bicycle facilities also would connect with the regional and local multi-use trails.

## **Transit and Transportation Demand Management**

Transit is another major component of the City's transportation system. Community transit provides both fixed-route bus service and paratransit services. The transit service is focused on several park-and-ride lots. In addition, Community Transit coordinates ridesharing services.

### **Transit Service**

Transit service is a vital component of a balanced transportation system. Community Transit operates 13 routes in and through the City of Marysville including seven fixed local routes, two Inter-County commuter routes to Seattle, one route to the University District, and three In-County commuter routes. Local routes are routes that serve origins and destinations within Snohomish County. Service is usually available seven days per week.

Inter-County commuter routes serve King County employment destinations, primarily in the Seattle Central Business District on weekdays. In-County commuter routes serve Snohomish County employment destinations in the vicinity of Paine Field with services available on weekdays.

**Table 4** summarized service characteristics of the individual routes. It also provides the average boardings and alightings in 2007. **Figure 7** shows the fixed routes throughout the City along with the existing park and ride facilities.

### **Park & Ride Lots**

As shown on **Figure 7**, the City currently is served by three park-and-ride lots including the Ash Avenue park-and-ride lot, and the Marysville North and South park-and-ride lots. Combined, the three facilities have approximately 346 parking stalls. With 202 spaces, the Ash Avenue park-and-ride lot is the largest of the three. **Table 5** summarizes the utilization rates of each of the park-and-ride lots in the year 2007. All three park-and-ride lots are located near I-5. Two of the three park-and-ride lots are over 85 percent full during 2007. The 2nd Street/Ash Avenue lot is under 50 percent utilized. (Community Transit reports utilization of the 2nd Street/Ash Avenue lot is now also over 85% for 2008.) This reflects its service by a single fixed commuter route and its better proximity to the I-5 flyer stops.

A 32 space park-and-pool lot is available at the Marysville United Methodist Church located on 64<sup>th</sup> Street NE. About 130 stalls are provided at this site. The park-and-pool is used to park a vehicle during weekdays, and take a bus, carpool or vanpool to work or school. A small existing park and ride north of SR 531 at the I-5 interchange made largely inaccessible by recent access controls will be relocated and expanded as part of the SR 531 interchange improvement.

### **D.A.R.T. Paratransit**

Dial-A-Ride Transportation (D.A.R.T.) provides services to individuals who have disabilities and/or the elderly who are unable to access fixed-route services. Service is provided by the Snohomish County Senior Services and is available seven days per week. Service is available to all origins and destinations within ¾-mile of local bus routes.

### **Vanpool Program**

Community Transit operates a vanpool program serving commuter groups with an origin or destination in Snohomish County. The program offers support to forming and operating vanpool groups. The support includes providing vehicles, driver orientation, vehicle maintenance, and assistance in forming vanpool groups for daily commuters. Community Transit currently operates a fleet of over 300 vehicles including 8, 12 and 15 passenger vans.

**Table 4. Transit Service Routes (2007)**

Route Number	Route Description	Weekday Service	Weekend Service	Average Weekday Boardings (2007)
200	Fixed local route including Everett Station, Lynnwood, and Aurora Village.	Yes	No	244
201	Fixed local route including the Lynnwood TC, Ash Way P&R, Mariner P&R, Everett Station, Marysville, and Stillaguamish SC.	Yes	Saturday & Sunday	1,824
202	Fixed local route including Everett Station, Marysville, Smokey Point Mall, and Stillaguamish SC.	Yes	Saturday & Sunday	727
207	In-County commuter route including Smokey Point Mall, Marysville, and Boeing.	Yes	No	51
221	Fixed local route including Lake Stevens, Marysville, and Quil Ceda Village.	Yes	Saturday & Sunday	261
222	Fixed local route including Marysville, Quil Ceda Village, and Tulalip.	Yes	Saturday & Sunday	371
227	In-County commuter route including Arlington, Arlington P&R, Smokey Point Community Church P&R, Marysville, and Boeing.	Yes	No	57
230	Fixed local route including Smokey Point Mall, Cascade, Arlington, and Darrington.	Yes	Saturday & Sunday	59
240	Fixed local route including Arlington, Cascade Hospital, Smokey Point Mall, Lake Goodwin Resort, Stanwood, and Stanwood SC	Yes	Saturday & Sunday	377
247	In-County commuter route including Stanwood, Marysville, and Boeing.	Yes	No	216
421	Inter-County commuter route including Marysville and the Seattle CBD.	Yes	No	471
422	Inter-County commuter route including Stanwood, Marysville, and the Seattle CBD.	Yes	No	177
821	University District route including Marysville and the University District.	Yes	No	116

Route data and descriptions from the Community Transit System Performance Report – August 2007 Executive Summary

**Table 5. Marysville Park & Ride Lot Utilization (2007)**

Facility	Location	Stalls	% Used
Marysville Ash Avenue	6 <sup>th</sup> Street/Ash Avenue	202	87%
Marysville (North)	116 <sup>th</sup> Street NE/I-5	70	99%
Marysville (South)	2 <sup>nd</sup> Street/Ash Avenue	74	47%

1. Source: Community Transit System Performance Report, August 2007.



## **Rideshare Services**

Through its rideshare program, Community Transit offers assistance to travelers interested in sharing their commute in a carpool or vanpool.

Community Transit offers free emergency transportation to ridesharing employees who are registered with their employer's Commute Trip Reduction program. Guaranteed Ride Home (GRH) provides up to 65 miles of free taxi service (one-way) to provide transportation to ridesharing employees when emergencies or unforeseeable situations arise during the workday.

## **Commute Trip Reduction (CTR) Plan**

The City has adopted a Commute Trip Reduction Plan defined in Chapter 11.52 of the Municipal Code. All “affected employer” within the City (100 or more full-time employees at a single worksite) must develop and implement a CTR program that will encourage its employees to reduce VMT per employee and SOV commute trips. Each employer’s CTR program shall include the following mandatory elements: designation of a Transportation Coordinator; distribution of information about alternatives to SOV commuting; annual progress report.

## B. Travel Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For the 2008 update, the City decided that a longer-range horizon should be used and selected 2035 as the forecast year for the Transportation Element. The longer-range horizon year allows the City to better plan for and size transportation facilities that will be needed as the City grows. The transportation improvement projects are grouped into short (2008-2015), mid-range (2016-2025), and long-range (2026-2035) time frames to help guide implementation of the plan.

The City's travel forecasting model was updated and expanded to better support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model is also useful in evaluating transportation system alternatives.

### Land Use Forecasts

Travel forecasts are largely derived based on changes in households and employment within the study area. In addition, the travel forecasts must incorporate growth in the volume of traffic entering and exiting the greater Marysville area. More detailed assumptions for land use growth and "external" traffic growth are available in the *City of Marysville Travel Demand Model Documentation*, The Transpo Group, 2008.

As stated above, the Transportation Element has a 2035 planning horizon, whereas the Land Use Element has a 2025 planning horizon. However, the population and employment targets are consistent with the Marysville Comprehensive Plan, Development Regulations and Final Environmental Impact Statement.

The Land Use Element of the Marysville Comprehensive Plan outlines a low, medium and high population growth target range. The high range of the 2025 population growth target for the UGA is 86,490 people. The projected population for 2025 is approximately 31,500 people more than the 2006 estimated population of the Marysville UGA.

As outlined below, it is estimated that an additional 18,000 households are expected within the UGA in Year 2035. Using an average of 2.6 people per household (taken from the 2000 Census), the 2035 population estimate projects an increase of approximately 46,800 people. Although this population estimate is more than the population growth target range outlined in the Land Use Element, it remains consistent with it.

The annual rate of growth in the transportation element is 2.3 percent, which is slightly less than the rate of growth in the Land Use Element. Subsequently, the annual increase in the population estimate contained in the Transportation Element will be the same or slightly less than the 2025 population estimate in the Land Use Element. Furthermore, since the Transportation Element follows the same trend, the 2035 estimate will be consistent with the natural progression, and future updates of the Marysville Comprehensive Plan.

The following summarizes the overall projected growth in households and employment that were used in forecasting the 2035 travel demands.

## Household Growth

**Figure 8** shows the projected household growth in Marysville and surrounding communities. Overall, the number of households in the study area is projected to grow by 41,000, or an increase of nearly 80 percent. This is equivalent to a 2.1 percent annual growth rate. The City of Marysville and its Urban Growth Area (UGA) are forecast to grow by nearly 18,000 households. This is nearly 90 percent higher than the estimate of 2007 households. Growth in the City and its UGA is forecast to average 2.3 percent per year.

As shown in **Figure 8**, housing in the south and east parts of Marysville is projected to grow the fastest, accommodating nearly 50 percent of the growth in housing. These areas are projected to grow from 4,900 to over 13,000 households by 2035. The City recently completed a Master Plan for the Sunnyside-Whiskey Ridge subarea which is within the south and east Marysville district shown on **Figure 8**.

The remaining growth in households in the City and its UGA would be fairly evenly divided between north and central Marysville. Approximately 5,300 new dwelling units are forecast for north Marysville. The number of households in central Marysville would increase by approximately 4,200 dwelling units between 2007 and 2035.

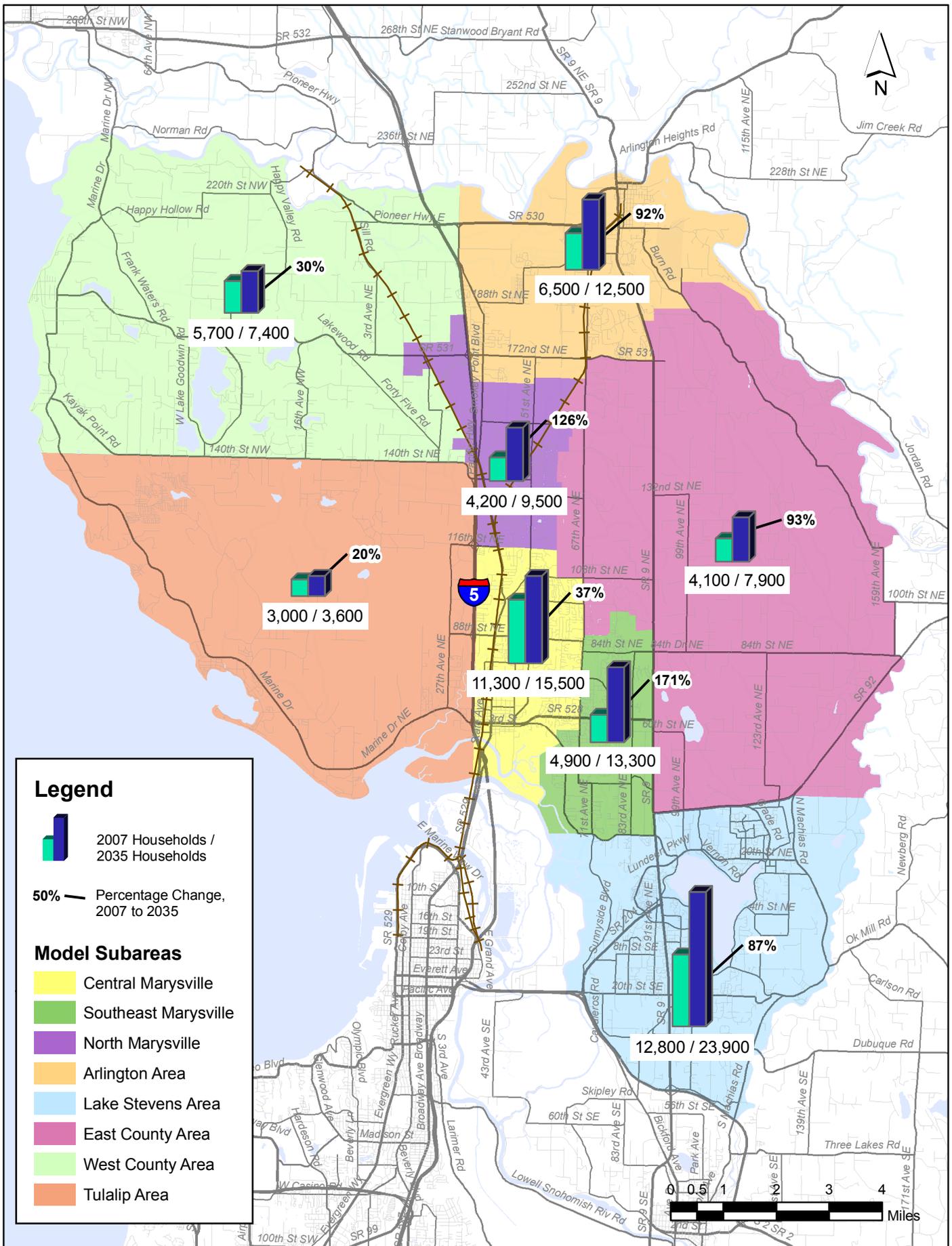
Significant growth in housing is also forecast in the Cities of Lake Stevens and Arlington. Growth in these other communities also affects the transportation system needs in Marysville. Approximately 11,000 additional housing units were assumed to be constructed between 2007 and 2035 in or near the City of Lake Stevens. This represents nearly a doubling of the number of 2007 households by 2035. The number of households in the Arlington area also would nearly double, from 6,500 to 12,500 during the 28 year period. The number of households in the unincorporated part of Snohomish County between the Marysville UGA and Granite Falls is also forecast to nearly double by 2035. This area will add nearly 4,000 households which will affect traffic forecasts and improvement needs.

Household growth on the Tulalip reservation and in other County areas west of I-5 is forecast to be more moderate. Combined, these two areas are projected to grow by approximately 2,300 additional households, representing a growth of 20 to 30 percent between 2007 and 2035.

## Employment Growth

**Figure 9** summarizes the forecast growth in employment used in developing the 2035 travel forecasts. The number of jobs in the travel demand model study area is forecast to increase by 120 percent – from 30,500 employees in 2007 to nearly 67,000 employees in 2035. The bulk of the employment growth will occur within Marysville, Arlington, and the Tulalip reservation. Employment within the Arlington area is projected to nearly double, growing from 9,500 to 18,300 jobs by 2035. The north Marysville area also is expected to have significant growth in jobs, with over 14,000 additional employees. The City of Marysville has been preparing subarea Master Plans for these areas during the past several years. Combined, the Arlington and north Marysville areas account for nearly two-thirds of the forecast growth in employment within the overall model study area.

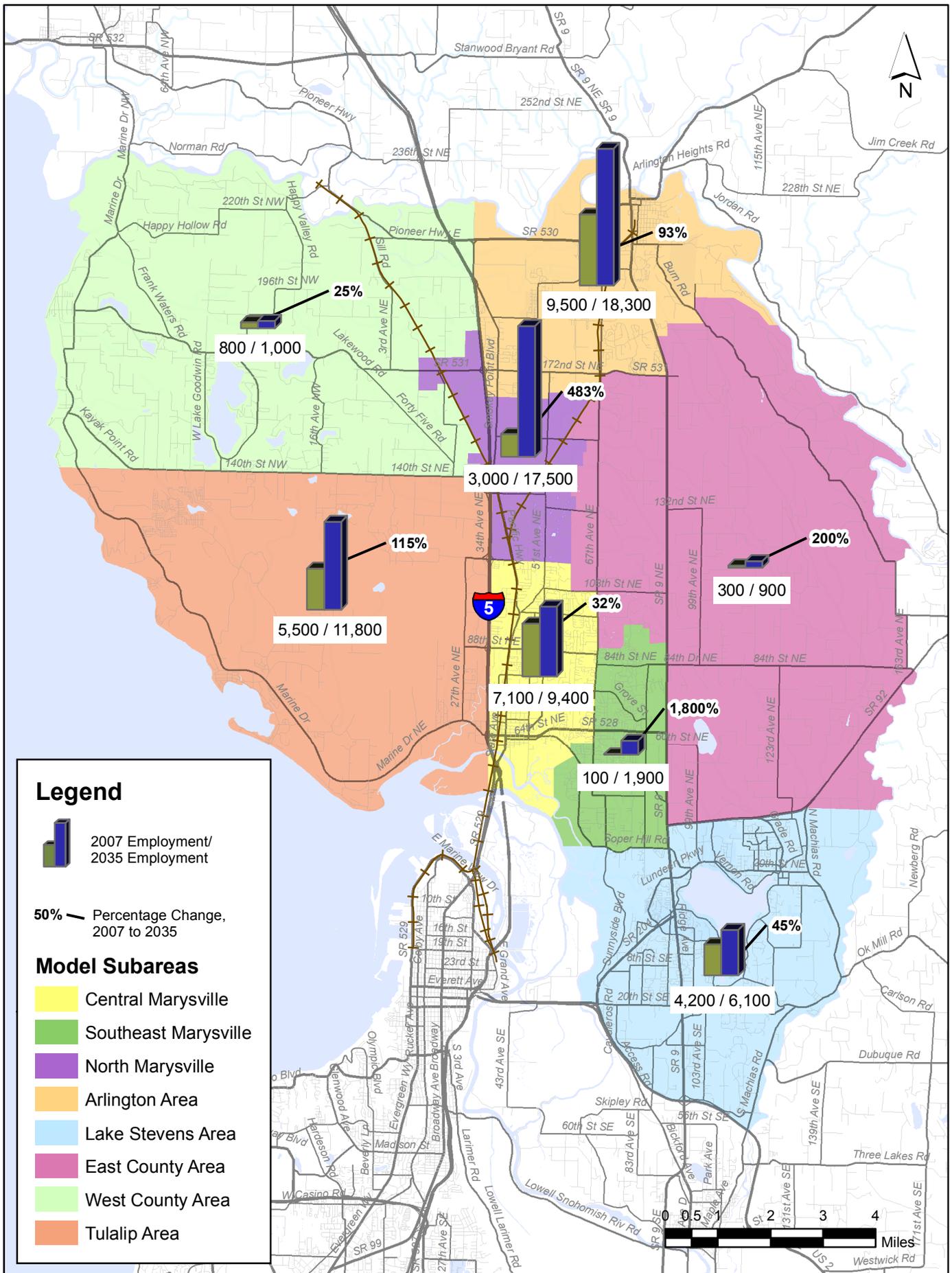
The number of jobs within the Tulalip reservation is forecast to grow significantly between 2007 and 2035. Over 6,000 additional jobs, reflecting an increase of 115 percent, are assumed for the Tulalip area west of I-5.



**Figure 8**  
Forecast Housing Growth 2007 - 2035

City of Marysville Transportation Element 2008





**Figure 9**  
Forecast Employment Growth 2007 - 2035

## 2035 Baseline and Alternatives Evaluation

The updated travel forecasting model was used to convert the existing (2007) and forecast (2035) land use data into travel demands. The 2007 data were used to calibrate and validate the model. The 2035 model was used to forecast traffic volumes and travel patterns.

The 2035 forecast model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2035. This scenario provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the Transportation Systems Plan.

### 2035 Baseline Evaluation

The 2035 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2035 for the baseline analyses.

The 2035 baseline forecasts assume that 88th Street NE would be widened to a 4 to 5 lane arterial and connected to SR 9 via Ingraham Road. Even with the assumed widening, the 2035 forecasts showed that some sections of the 88th Street NE corridor west of 67th Avenue NE would likely be over-capacity. In addition, the forecasts showed diversion of traffic between State Avenue and 55th Avenue NE to 84th Street NE as well as other corridors, due to delays on 88th Street NE. A focus of the alternatives evaluation was on identifying strategies to reduce the need for a 4 to 5 lane arterial in the 88th Street NE corridor.

The 2035 baseline forecasts also showed:

- Significant levels of congestion on 4th Street (SR 528) east of I-5
- Several downtown streets would be impacted by traffic diverting from 4th Street (SR 528) due to congestion
- Sunnyside Boulevard would require 4 to 5 lane travel lanes between downtown Marysville to just south of 52nd Street NE
- Sections of SR 9 will be over capacity, especially just south of SR 528
- Sections of Grove Street, east of 51st Avenue NE, are forecast to be over capacity
- 51st and 67th Avenues NE would require turn lanes to accommodate the higher volumes on these north-south arterials
- Intersection improvements will be required to address delays and congestion in several other locations

## Alternatives Evaluation

Based on the results of the 2035 baseline forecasts, several alternatives were defined and evaluated. These are shown on **Figure 10**. The alternatives largely focused on strategies to reduce or eliminate the need to widen 88th Street NE to 4 to 5 lanes. In order to reduce the need for widening of 88th Street NE to 4 to 5 lanes, the potential extension of 116th Street NE was evaluated. 116th Street NE provides an alternative access to/from I-5, which may be able to divert some traffic away from the 88th Street NE corridor. The 116th Street NE corridor extension was evaluated with different eastern termini, ranging from 51st Avenue NE to east of 67th Avenue NE. In addition, possible extension of 80th Street NE was considered as a potential way to shift traffic out of the 88th Street NE corridor.

The 2035 baseline system assumed completion of a new interchange with I-5 at 156th Street NE. The alternatives evaluation also tested conditions without the new interchange to assess the potential traffic shifts to other arterials. This was especially important in the evaluation of the extension of 116th Street NE.

Another major alternative is a potential downtown bypass route. The bypass was defined as a possible way to address the congestion on 4th Street (SR 528) in downtown Marysville and to provide a more direct connection between SR 529 and southeast Marysville. The potential for the bypass to reduce diversion of traffic to other downtown streets also was evaluated.

Completion of 51st Avenue NE between 84th and 88th Streets NE also was evaluated in developing the transportation systems plan. This missing arterial link currently results in traffic diverting through adjacent neighborhoods.

The following summarizes key findings from the alternatives evaluation which were used to establish the framework for the Transportation Element.

### *88th Street NE Widening*

The most significant long-range transportation issue for Marysville is east-west traffic flows connecting to/from I-5. East-west travel through the City is limited by topography and drainage basins. The alternatives evaluation concluded that extension of 116th Street NE and providing only three lanes on 88th Street NE would not resolve this major capacity need. Travel associated with the commercial growth west of I-5 and residential growth east of I-5 would not readily shift to an extension of the 116th Street NE corridor due to the longer travel distance and time. In addition, the costs for extending 116th Street NE and widening 88th Street NE to three lanes would be significantly greater (\$15 - \$20 million more) than widening 88th Street NE to five lanes without the extension of 116th Street NE.

Extending 80th Street NE to connect to 60th Avenue NE would help reduce congestion on 88th Street NE. However, under this option, 88th Street NE would still need to be widened to five lanes between 60th and 67th Avenues NE. The extension of 80th Street NE to 60th Avenue NE would increase the total costs to achieve the same capacity as widening 88th Street NE to five lanes. Furthermore, unlike 88th Street NE, the 80th Street NE corridor does not provide a direct connection to I-5.



### ***I-5/156th Street NE Interchange***

The alternatives analyses concluded that the proposed new interchange at I-5/156th Street NE is a very important element of the City's future transportation system. The interchange is needed to serve the increased travel demands associated with the significant growth in employment in north Marysville and Arlington. The new interchange serves growth on both sides of I-5. Without the interchange, the existing interchange at 172nd Street NE (SR 531) would be well over capacity.

### ***51st Avenue NE***

Completion of 51st Avenue NE between 84th and 88th Streets NE will complete a continuous north-south arterial corridor. Completion of the missing link did not significantly increase the overall traffic to the corridor. Without the connection, traffic will continue to use the corridor, diverting to local streets to connect between 88th and 84th Streets NE. Therefore, the connection is primarily needed to reduce traffic impacts in the adjacent neighborhoods.

### ***Downtown Bypass***

The downtown bypass was assumed to connect between the intersections of 1st Street/ State Avenue and 47th Avenue NE/Sunnyside Boulevard. A specific alignment has not been established, but conceptual alignments are being evaluated as part of the City's Downtown Master Plan. The new corridor was found to greatly reduce traffic congestion on 4th Street (SR 528) within downtown and the associated traffic diversion to other downtown streets. The downtown bypass does not, however, result in any significant traffic shifts away from other key corridors, such as 88th Street NE.

## **Plan Framework**

Based on the baseline and alternatives evaluation, the City established a framework for its long-range highway and street system. The framework builds from the City's prior Comprehensive Plan and Subarea Plans, as well as other agency transportation improvement programs. Key elements of the framework plan include:

- Widening and extending 88th Street NE to 4 to 5 lanes between State Avenue and SR 9.
- Implementing a downtown bypass route to connect between 1st Street/ State Avenue and 47th Avenue NE/Sunnyside Boulevard; the specific alignment is still to be determined.
- Widen Sunnyside Boulevard to 4 to 5 lanes between 47th Avenue NE to south of 52nd Street NE; the Sunnyside Boulevard/Soper Hill Road corridor would be three lanes between south of 52nd Street NE and SR 9.
- A new 40th Street NE corridor will be developed between Sunnyside Boulevard and the SR 9/SR 92 intersection, per the Sunnyside-Whiskey Ridge Subarea Plan. The City is pursuing a break-in-access to allow the new connection to SR 9 at SR 92.

- State Avenue will need to be widened to five lanes between 100th Street NE and 152nd Street NE to add capacity to the corridor.
- A new north-south arterial is needed on the west side of I-5 in the north part of the City. It would connect 140th Street NE with 172nd Street NE (SR 531) and serve growth in the Triangle Subarea. It also would connect with the new 156th Street NE corridor to provide an alternative access to I-5.
- A new five-lane, east-west principal arterial route will be developed in the 156th/152nd Street NE corridor. It would connect to the new north-south arterial west of I-5 and 67th Avenue NE. Right-of-way for potential extension of the corridor east to SR 9 is also recommended to be preserved.
- A new interchange should be constructed at I-5/156th Street NE to serve extensive growth in north Marysville and Arlington.
- 51st Avenue NE should be connected between 88th and 84th Streets NE to complete the north-south corridor. A collector road system will need to be constructed to serve the employment growth in the Smokey Point area.
- Additional connector roads will be needed to improve circulation and reduce traffic impacts on the arterial system.

## C. Transportation Systems Plans

The transportation systems plans provide the blueprint for improvement projects and programs to meet the multi-modal transportation needs of the community. The transportation systems plans are based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in the next section. The systems plans build on the prior Comprehensive Plan, the subarea master plans, input from stakeholders, and the updated evaluation of existing and forecast conditions in Marysville.

The transportation systems plans are organized and presented by travel mode to provide an overview of key components of each element. However, the plans are integrated to create a multi-modal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

The plans illustrate how the City of Marysville's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with I-5, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, additional transit service and facilities, and rideshare programs. The City will continue to coordinate with WSDOT, Snohomish County, adjacent cities, the Tulalip Tribes, and Community Transit to develop a comprehensive multi-modal transportation system for the greater Marysville area.

### Streets and Highways

Streets and state highways are the core of the transportation system serving the City of Marysville and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City.

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system.

### Arterial and Collector Classifications

Roadways within a network are typically classified based on their desired purpose, design, and function. **Table 6** describes typical roadway functional classifications.

**Table 6. Functional Classifications**

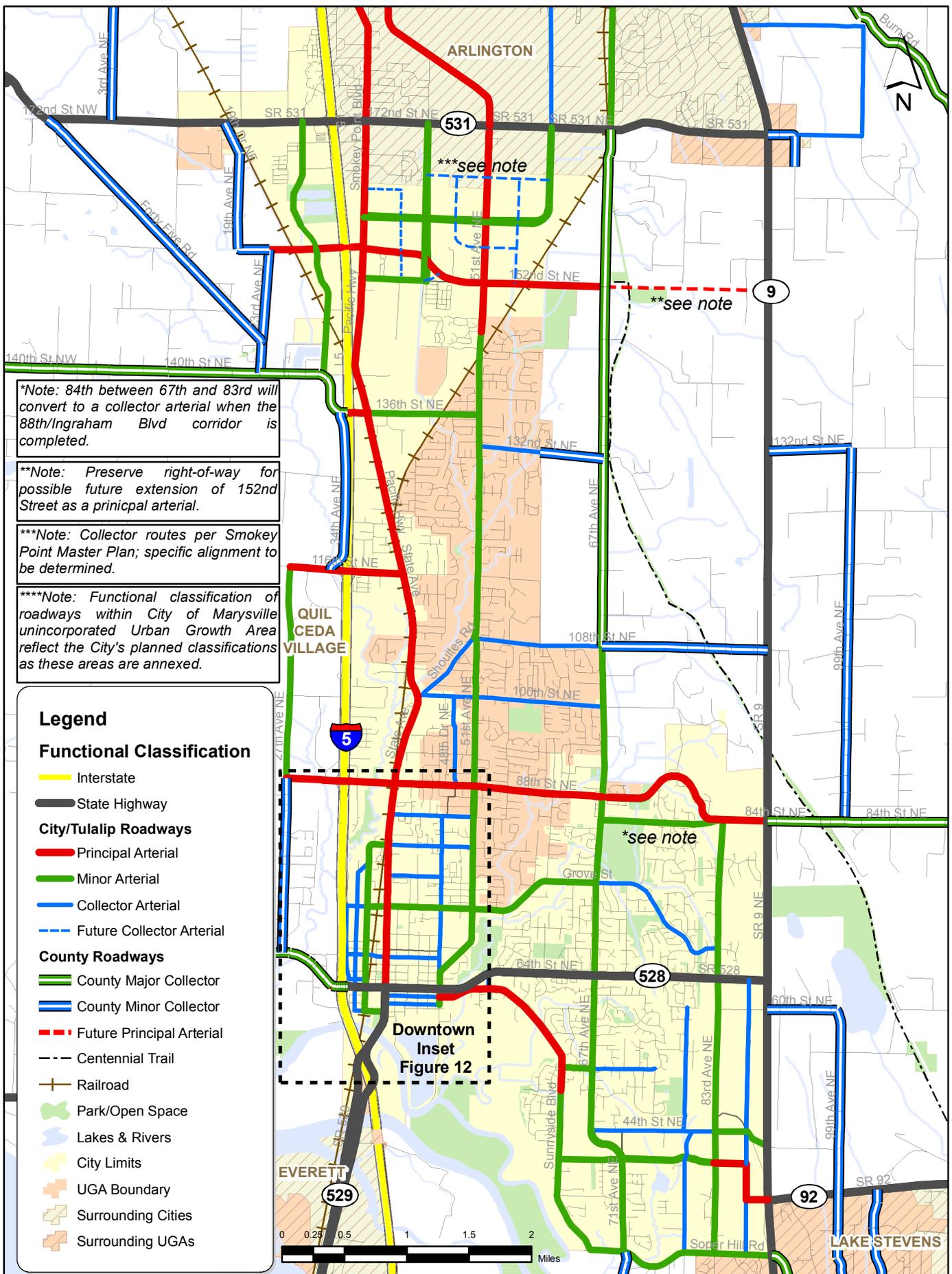
Classification	Description
Freeway	Multi-lane, high speed, high-capacity roadway generally intended exclusively for motorized traffic. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel.
Principal Arterial	Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers and connect to adjacent cities. These streets are intended to primarily serve "through" traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.
Minor Arterial	Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation, and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restriction of traffic movements and limitations on spacing of driveways and local streets.
Collectors	Collectors distribute traffic between the local street system and the arterial street system. They provide land access as well as connections between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.
Local Streets	Local streets primarily provide direct land access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed.

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access. For example, commercial developments will generally desire to locate along arterials or collectors due to a high amount of mobility and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.

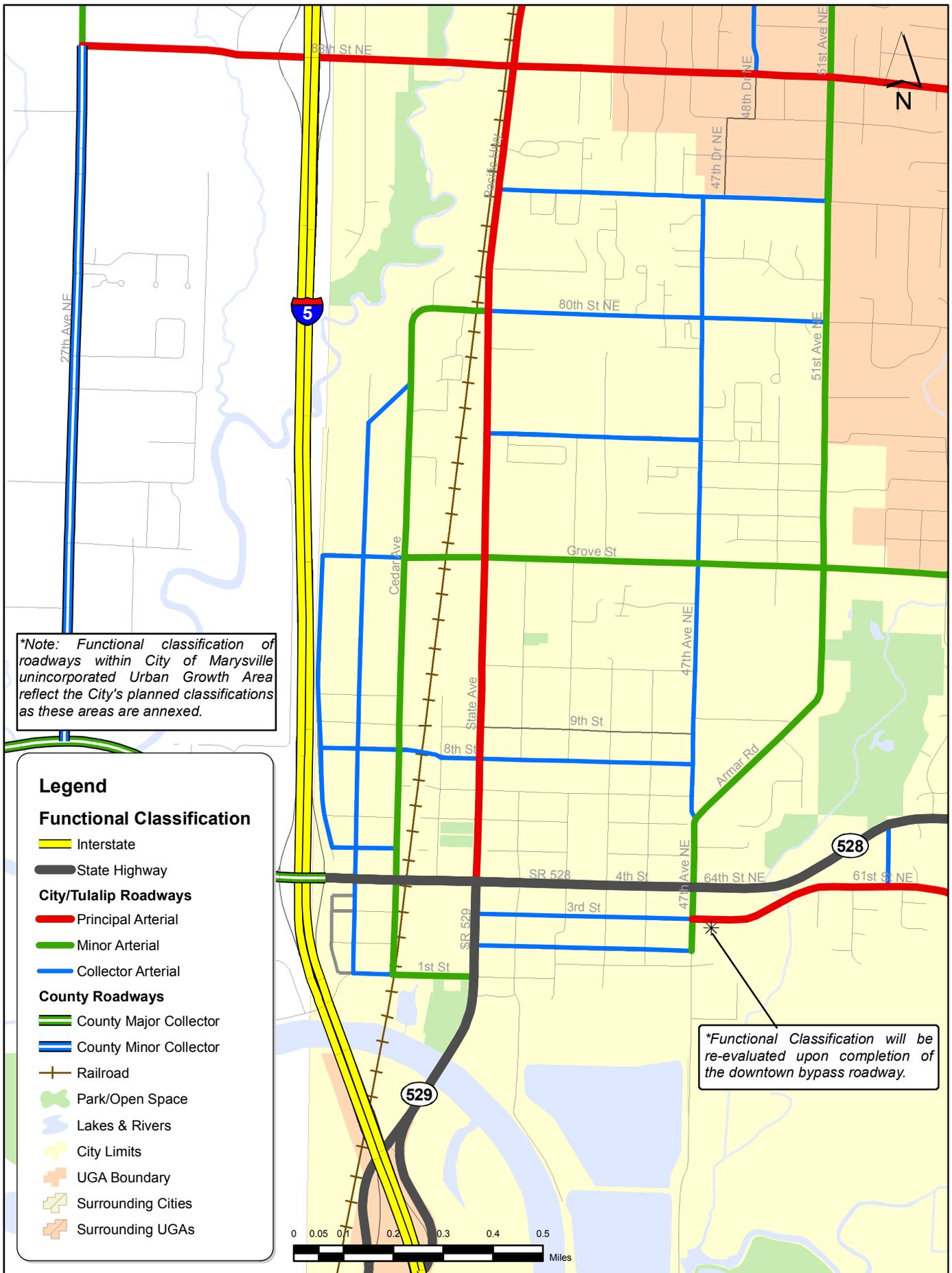
The following figure illustrates the relationship between mobility and access using examples of streets within the City of Marysville.

**Figures 11** and **12** show the functional classification for streets within the City of Marysville within the City's designated Urban Growth Area (UGA). The functional classifications within the unincorporated UGA reflect the City's planned classifications as these areas are annexed. In addition, the figures show how the City's arterial classifications connect with and support the surrounding regional transportation system.

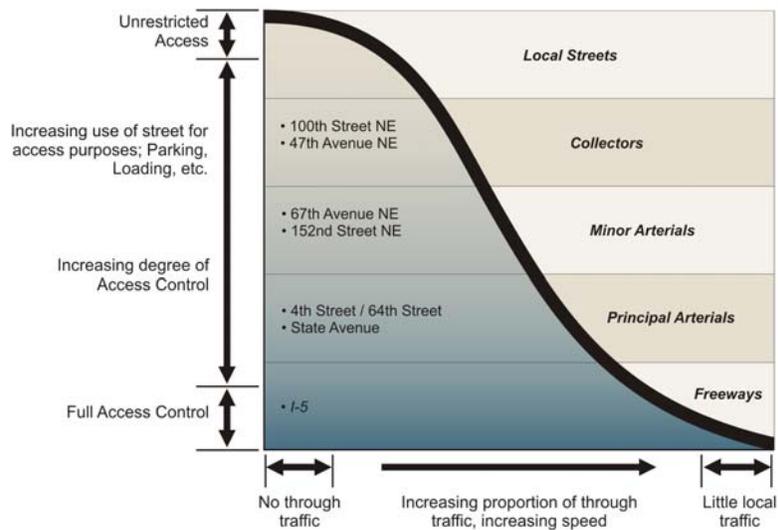
The functional classifications incorporate changes identified in recent subarea master plans. The functional classification also reflects the analysis of the longer-range needs to serve growth through 2035.



**Figure 11**  
Roadway Functional Classification



**Figure 12**  
 Roadway Functional Classification - Downtown Area



Functional Classification Level of Mobility Relationship  
between Mobility and Access

### Truck Routes

The City of Marysville has a significant level of truck activity. With the increased commercial and employment growth forecast through 2035, the level of truck activity will also increase.

The state of Washington classifies the most significant truck routes based on the tonnage of freight carried on streets and highways. The State's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials carrying 4 million or more tons per year as Strategic Freight Corridors. The FGTS is used in evaluating funding priorities, pavement needs and upgrades, and traffic management. The following corridors in the greater Marysville area are designated as part of a Strategic Freight Corridor:

- I-5
- SR 529 (Everett to I-5)
- SR 531 (Approximately 51st Street NE to I-5)
- SR 9 (Woodinville to SR 530)
- SR 92 (SR 92 to Granite Falls)
- 84th Street NE (SR 9 to SR 92)

In order to systematically address the needs of truck travel, the City has adopted a defined system of truck routes. The truck route system will continue to be evaluated as the City develops and areas are annexed.

The primary north-south truck route is State Avenue/Smokey Point Boulevard, including SR 529 to/from Everett. The section of State Avenue between 2nd Street and Grove Street is not part of the designated truck route due to physical constraints. Cedar Avenue serves as the connecting truck route between 1st Street and Grove Street. In the east part of the City, 67th Avenue NE is a designated north-south truck route from 64th Street NE (SR 528) to the north City limits.

East-west truck routes include the 4th/64th Street NE (SR 528) corridor between I-5 and SR 9. In addition, east-west truck routes are designated for sections of 88th Street NE, 116th Street NE, and the 156th/152nd Street NE corridor. These corridors all provide, or are planned to provide, access with an interchange with I-5. As the 88th Street NE corridor is upgraded and connected directly to SR 9, it will become a predominant truck route because it connects 84th Street NE, which is designated as a Strategic Freight Corridor by the State.

The Smokey Point and Lakewood subareas are planned for significant commercial activity. This commercial growth will require additional truck routes. These would include the planned arterials and collector roads between 152nd and 172nd Streets NE east of Smokey Point Boulevard. In addition, the 136th Street NE corridor, which connects Smokey Point Boulevard to 51st Avenue NE, also will serve truck movements in the north part of the City. The proposed north-south arterial connecting 172nd Street NE (SR 531) to 140th Street NE will serve as a key truck route west of I-5. 172nd Street NE (SR 531) will also be a truck route from the west City limits to I-5. In addition to these major corridors, the City can designate other collectors and connector roads, as appropriate, to serve these developing commercial areas.

### ***Connector Roads***

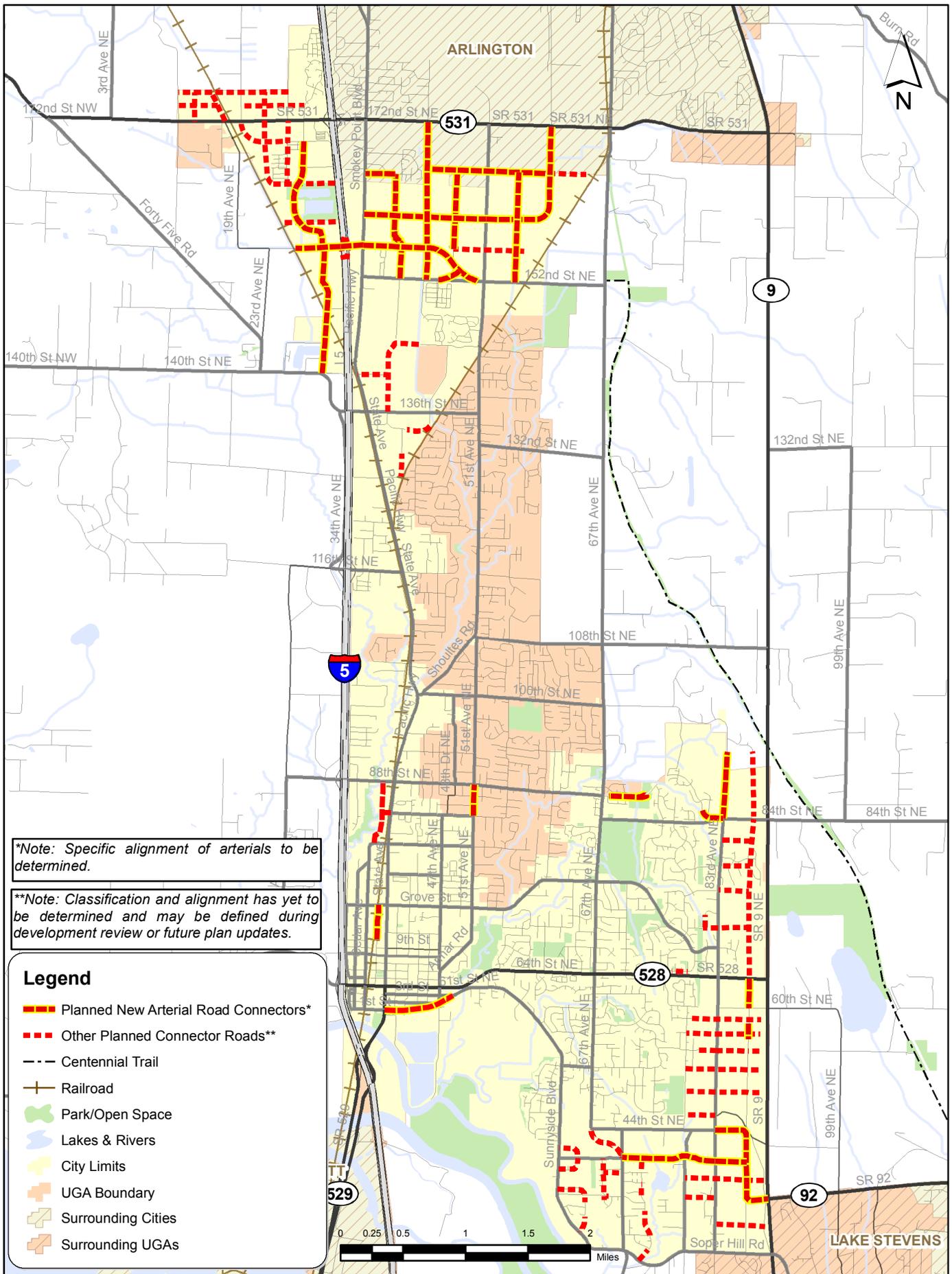
In addition to the classified arterials, the City recognizes the need for additional connector roads. The connector roads are needed to facilitate property access, circulation, and connectivity of the roadway system. Connector roads are needed to fill in gaps in the existing system, as well as serve the growth projected for the City.

**Figure 13** shows the general locations of planned connector roads, including future arterial routes. Specific alignments have not been identified for the planned connector roads. The alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned connector roads also may be classified as arterials in the future, depending on specific design and access requirements at the time the corridor is developed.

### **Transportation Improvement Projects and Programs**

The City has identified a comprehensive list of multi-modal transportation system improvement projects and programs. The multi-modal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. The projects were categorized as follows:

- **New Construction** – constructing a new arterial or collector road, including appropriate non-motorized facilities.



**Figure 13**  
Planned Connector Roads

- **Major Widening** – widening an existing corridor to add through travel lanes and turn lanes to increase capacity. Appropriate non-motorized improvements would be incorporated.
- **Minor Widening and Reconstruction** – reconstructing and upgrading roadways to serve higher traffic volumes and non-motorized travel. May include addition of turn lanes at intersections or construction of a center, two-way left-turn lane.
- **Non-motorized Improvements** – projects that primarily focus on upgrading or completing bicycle and/or pedestrian facilities.
- **Interchange** – includes construction of new or modifying existing interchanges with I-5.
- **Intersection** – upgrading an intersection through addition of turn lanes and/or modification of traffic controls (traffic signal, stop signs, etc.). Also includes a program to enhance traffic signal operations through implementation of an Intelligent Transportation System (ITS) program for the City.
- **Programs** – The City has an extensive maintenance and operations (M&O) program to preserve the various components of the transportation system. The M&O program covers general administration, roadway and storm drainage maintenance, street lighting, sidewalk maintenance and constructing traffic signals and signs, street cleaning, and safety programs.

Each of the projects have been assigned a likely timing horizon of short-range (2008-2015), mid-range (2016-2025), and long-range (2026-2035). The timing blends the relative priority of each project with the likely timing to be able to fund, design, and construct an improvement project. For example, while constructing a new interchange at 156th Street NE/I-5 is a high priority, it is not reasonable to be funded and constructed by 2015 based on current funding programs. The timing horizon also takes into consideration the availability of funding, which is presented in the next section of the Transportation Element.

Planning level cost estimates were prepared for each project. The planning level cost estimates are based on typical unit costs for different project types. The cost estimates also account for potential right-of-way acquisition, and engineering design. Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level. All of the cost estimates are reported in 2008 dollars.

**Tables 7, 8, and 9** summarize projects by short-range (2008-2015), mid-range (2016-2025), and long-range (2026-2035), respectively. These are illustrated on **Figures 14, 15, and 16**, respectively.

**Table 7. Short-Range (2008 - 2015) Improvement Projects**

	Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>
New Roadway	Ingraham Blvd	68th Ave NE to 74th Ave NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	5,585,000
	Ingraham Blvd	81st Ave NE to 83rd Ave NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	2,057,000
	40th St NE	83rd Ave NE to SR 9	Construct 4/5 lane arterial including pedestrian facilities.	18,000,000
	Lakewood Triangle Access	Twin Lakes to State Ave	Construct 4/5 lane arterial including bicycle and pedestrian facilities. Project includes I-5 overcrossing at 156th St NE and connects Twin Lakes Blvd. and State Ave. Project can be built in phases.	20,170,000
	<b>New Roadway Sub-Total</b>			<b>\$45,812,000</b>
Major Widening	SR 528	Allen Creek to East of 67th Ave NE	Widen to 4/5 lane arterial including pedestrian facilities.	524,000
	84th St NE	83rd Ave NE to SR 9	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	4,227,000
	State Ave <sup>2</sup>	136th St NE to 152nd St NE	Widen to 4/5 lane arterial including pedestrian facilities.	10,781,000
	<b>Major Widening Sub-Total</b>			<b>\$15,532,000</b>
Minor Widening/ Reconstruction	40th St NE	Sunnyside Blvd to 83rd Ave NE	Reconstruct and widen to 2/3 lanes, and construct missing segments for 2/3 lane arterial including pedestrian facilities.	13,100,000
	152nd St NE	Smokey Point Blvd to 43rd Ave NE	Reconstruct to urban arterial standards including bicycle and pedestrian facilities.	1,944,000
	<b>Minor Widening/ Reconstruction Sub-Total</b>			<b>\$15,044,000</b>
Non-Motorized	Cedar Ave	1st St NE to 80th St NE	Convert street from 4 lanes to 3 lanes with bicycle facilities; restripe road segment for bicycle facilities south of 4th St NE.	N/A <sup>5</sup>
	47th Ave NE	7th St to 10th St	Construct sidewalks where needed.	946,000
	53rd Ave NE	SR 528 to Sunnyside Blvd	Construct bicycle and pedestrian facilities.	505,000
	47th Dr NE	85th Pl NE to 84th St NE	Construct sidewalks where needed.	297,000
	<b>Non-Motorized Sub-Total</b>			<b>\$1,748,000</b>
Intersection Improvements	Grove St & Alder Ave (43rd Ave NE)	Intersection	Install traffic signal.	200,000
	88th St NE & State Ave	Intersection	Add thru lanes, turn lanes, and modify traffic signal.	895,000
	SR 528 & State Ave	Intersection	Construct turn lane(s) and modify traffic signal.	1,085,000
	40th St NE & 71st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	946,000
	SR 9 & SR 92	Intersection	Construct turn lane(s) and modify traffic signal.	300,000
	SR 528 & 67th Ave NE	Intersection	Intersection improvements included as part of an associated roadway widening project.	Cost is part of roadway project
	40th St NE & 83rd Ave NE	Intersection	Intersection improvements included as part of an associated roadway widening project.	Cost is part of roadway project
	Jennings Park Entrance Improvements	Intersection	Realign Jennings Park Entrance driveway with 53rd Ave NE, and install traffic signal when warranted.	465,000
	Grove St & 67th Ave NE	Intersection	Construct turn lane(s).	180,000
	40th St & Sunnyside Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	893,000
	SR 528 & 83rd Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	1,232,000
	SR 528 & 87th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	1,263,000
	SR 528 & 60th Dr NE	Intersection	Intersection improvements included as part of an associated roadway widening project.	Cost is part of roadway project
	172nd St NE & 27th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	1,098,000
	152nd St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	1,483,000
	156th St NE & Smokey Point Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	1,385,000
	152nd St NE & Smokey Point Blvd	Intersection	Intersection improvements included as part of an associated roadway widening project.	Cost is part of roadway project
136th St NE & Smokey Point Blvd	Intersection	Intersection improvements included as part of an associated roadway widening project.	Cost is part of roadway project	

**Table 7. Short-Range (2008 - 2015) Improvement Projects Continued**

	Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>
Intersection Improvements	116th St NE & State Ave	Intersection	Construct turn lane(s), modify traffic signal, add second WB thru lane, and extend EB right-turn lane.	1,518,000
	88th St NE & 51st Ave NE	Intersection	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left turn lane and traffic signal.	1,326,000
	88th St NE & 55th Ave NE	Intersection	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left turn lane and traffic signal.	990,000
	SR 528 & 47th Ave NE <sup>3</sup>	Intersection	Intersection improvements included as part of an associated roadway widening project.	169,000
	3rd St & 47th Ave NE <sup>4</sup>	Intersection	Construct turn lane(s) and modify traffic signal.	521,000
	Intelligent Transportation System Program	City-wide	Implement Intelligent Transportation Systems Program to improve signal coordination and management, roadway monitoring and response, ITS device management, and data collection. System to include communications equipment, traffic signal equipment, video surveillance and monitoring, video detection, satellite traffic management center.	421,000
	<b>Intersection Improvements Sub-Total</b>			<b>\$16,370,000</b>
<b>Short-Term Projects Total</b>			<b>\$94,506,000</b>	

1. All costs in 2008 dollars.
  2. 2007 bond proceed deducted from total project cost. Total project cost is \$12,013,000.
  3. 2007 bond proceed deducted from total project cost. Total project cost is \$604,000.
  4. 2007 bond proceed deducted from total project cost. Total project cost is \$917,000.
  5. Cost not available; project will be implemented through maintenance program.
- Note: Potential City Center Access Improvement Projects not shown above.

	Project Name	Project Limits	Project Description	Agency
Other Agency Projects	SR 9	Lundeen Parkway to SR 92	Widen to 4/5 lane arterial	WSDOT
	SR 529 Ebey Slough Bridge Replacement	Bridge to 1st St NE	Construct a four lane bridge including pedestrian and bicycle facilities.	WSDOT
	SR 9 at SR 531	Intersection	Construct turn lane(s) and modify traffic signal.	WSDOT
	84th St NE & SR 9	Intersection	Construct turn lane(s) and modify traffic signal.	WSDOT
	Soper Hill Rd & SR 9	Intersection	Construct turn lane(s) and modify traffic signal.	WSDOT
	SR 9 at SR 528 Intersection	Intersection	Add through lanes and modify traffic signal.	WSDOT
	172nd St NE & I-5 Ramps	Intersection	Modify existing interchange ramps.	WSDOT
	172nd St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	WSDOT/Arlington
	116th St NE & I-5 SB Ramps	Interchange	Construct single-point urban interchange (SPUI)	WSDOT/Tulalip Tribes (City share of costs is \$500,000)
	122nd Pl NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	Snohomish County
	100th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted. Programmed for 2009 construction.	Snohomish County
	136th St NE & 51st Ave NE	Intersection	Construct turn lanes, realign outbound Shoultes Elementary School driveway to intersection, and install traffic signal when warranted. Programmed for 2009 completion.	Snohomish County
	Smokey Point Park & Ride Lot	Near 169th Pl NE and Smokey Point Blvd.	Construct Park and Ride Lot	Community Transit
	Cedar/Grove Park & Ride Lot	Near Cedar and Grove	Construct Park and Ride Lot	Community Transit
Transit Service	City-wide	Transit service improvements to/from and within City of Marysville.	Community Transit	

**Table 8. Mid-Range (2016 - 2025) Improvement Projects**

	Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>
New Roadway	38th Dr NE	80th St NE to 88th St NE	Construct connector including pedestrian facilities.	10,455,000
	Downtown Bypass	State Ave/1st St to 47th Ave/Sunnyside Blvd	Construct 4/5 lane arterial including pedestrian facilities.	31,478,000
	87th Ave NE	40th St NE to 60th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	12,832,000
	87th Ave NE	60th St NE to SR 528	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	2,914,000
	44th St NE	63rd Ave NE to East Sunnyside School Road/Densmore Road	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	3,137,000
	43rd Ave NE	152nd St NE to Marysville City Limits	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	10,497,000
	160th St NE	Smokey Point Blvd to 59th Ave NE	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	11,618,000
	59th Ave NE	160th St NE to Marysville City Limits	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	8,935,000
	156th/152nd St NE	Smokey Point Blvd to 51st St NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	17,822,000
	152nd Connector	152nd St NE to 156th St NE	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	1,567,000
	164th St NE <sup>2</sup>	43rd Ave NE to 59th Ave NE	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	7,897,623
	54th/55th Ave NE	152nd St NE to 164th St NE	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	10,061,000
	47th Ave NE & 157th St NE	164th St NE to 54th/55th Ave NE	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	11,304,000
	51st Ave NE	84th St NE to 88th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	3,759,000
	27th Ave NE Extension	Twin Lakes to 172nd St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	11,828,000
<b>New Roadway Sub-Total</b>				<b>\$156,104,623</b>
Major Widening	State Ave	116th St NE to 136th St NE	Widen to 4/5 lane arterial including pedestrian facilities.	11,613,000
	Sunnyside Blvd	47th Ave NE to South of 52nd St NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities. Include traffic control and intersection geometry improvements where needed.	15,540,000
	88th St NE	51st Ave NE to 67th Ave NE	Widen to 4/5 lane arterial including pedestrian facilities. Bike lanes may be included in project or along separate but parallel corridor.	24,159,000
	51st Ave NE	160th St NE to Arlington City Limits	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	4,266,000
	152nd St NE <sup>3</sup>	51st Ave NE to 67th Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	7,202,494
	51st Ave NE	152nd St NE to 160th St NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	7,180,000
	172nd St NE (SR 531)	27th Ave NE to 11th Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	11,640,000
<b>Major Widening Sub-Total</b>				<b>\$81,600,494</b>
Minor Widening/ Reconstruction	83rd Ave NE	40th St NE to Soper Hill Road	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	4,589,000
	83rd Ave NE	SR 528 to 40th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	9,178,000
	E Sunnyside School Road	East Sunnyside School Road/Densmore Road to SR 9	Reconstruct and widen to 2/3 lane arterial including pedestrian facilities.	882,000
	E Sunnyside School Road	87th Ave NE to East Sunnyside School Road/Densmore Road	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	588,000
	Soper Hill Road	71st Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	6,190,000
	Soper Hill Road	83rd Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	3,036,000
	Sunnyside Blvd	71st Ave NE to 40th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	6,983,000
	Sunnyside Blvd	South of 52nd Ave NE to 40th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	4,589,000
	67th Ave NE	44th St NE to SR 528	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	7,766,000
	44th St NE	67th Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	4,540,000
	52nd St NE	Sunnyside Blvd to 67th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	1,530,000
	52nd St NE	67th Ave NE St to 75th Ave NE	Reconstruct to urban arterial standards including bicycle and pedestrian facilities.	2,021,000
	83rd Ave NE	SR 528 to 84th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	8,833,000
	51st Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	7,462,000
	67th Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	7,589,000
<b>Minor Widening/ Reconstruction Sub-Total</b>				<b>\$75,776,000</b>

**Table 8. Mid-Range (2016 - 2025) Improvement Projects Continued**

	Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>	
Non-Motorized Improvements	80th St NE	Cedar Ave to 51st Ave NE	Provide pedestrian and bicycle facilities	N/A <sup>4</sup>	
	51st Ave NE	84th St NE to south of Grove Street	Provide pedestrian and bicycle facilities	N/A <sup>4</sup>	
	Grove St	State Ave to Ash Ave	Provide pedestrian and bicycle facilities	N/A <sup>4</sup>	
	1st St	State Ave to Ash Ave	Provide pedestrian and bicycle facilities	N/A <sup>5</sup>	
	57th St NE	1st St NE & Ash to West of I-5	Coordinate with Tulalip Tribes for non-motorized connection under I-5.	N/A <sup>4</sup>	
	E Sunnyside School Road	87th Ave NE to 83rd Ave NE	Convert roadway to non-motorized uses.	25,000	
	Densmore/Sunnyside School Road	Soper Hill Rd to East Sunnyside School Road	Construct multi-use trail.	1,406,000	
	PSE Corridor (79th Street)	South of Soper Hill Road to North of SR 528	Construct multi-use trail.	4,942,000	
	60th Dr NE	Grove St to 88th St NE	Construct bicycle and pedestrian facilities.	2,876,000	
	80th St NE	51st Ave NE to 60th Dr NE	Upgrade and extend for non-motorized connectivity.	4,249,000	
<b>Non-Motorized Sub-Total</b>				<b>\$13,498,000</b>	
Intersection Improvements	City Center Access Improvement Projects	City Center	Construct intersection, arterial, or interchange improvements recommended as part of City Center Access Study.	\$20,000,000	
	84th St NE & State Ave/Rail Crossing	Intersection	Construct rail crossing at 84th St NE and install traffic signal. Close adjacent rail crossings.	2,213,000	
	100th St NE & Shoultes Rd	Intersection	Intersection/operational improvements to be coordinated with State Ave/100th St intersection.	380,000	
	100th St NE & 48th Dr NE	Intersection	Install traffic signal when warranted.	465,000	
	1st St & State Ave	Intersection	Construct turn lane(s) and modify traffic signal.	606,000	
	88th St NE & 36th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	839,000	
	88th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	842,000	
	Soper Hill Rd & Sunnyside Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	1,425,000	
	Soper Hill Rd & 83rd Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	943,000	
	53rd Ave NE at Sunnyside Blvd	Intersection	Install traffic signal when warranted.	504,000	
	Sunnyside Blvd & 52nd St NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	1,157,000	
	52nd St (Evans Rd) & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	465,000	
	172nd St NE & 19th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	743,000	
	116th St NE & 38th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	726,000	
	164th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	1,150,000	
	160th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	1,150,000	
	157th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	1,150,000	
	156th St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	1,150,000	
	156th St NE & 152nd St Connector	Intersection	Install traffic signal when warranted per Smokey Point Master Plan.	465,000	
	152nd St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	946,000	
	152nd St NE & 54th/55th Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	924,000	
	108th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	924,000	
	100th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	400,000	
	128th St NE & Smokey Point Blvd	Intersection	Intersection improvements included as part of an associated roadway widening project.	Cost is part of roadway project	
	<b>Intersection Improvements Sub-Total</b>				<b>\$39,567,000</b>
	<b>Mid-Term Projects Total</b>				<b>\$366,546,117</b>

1. All Costs in 2008 dollars  
 2. Project cost represents the City's share which is estimated at two-thirds of the total project cost; remaining section of arterial is within the City of Arlington.  
 3. Project cost represents the City's share which is estimated at two-thirds of the total project cost. Remaining section of corridor is in Snohomish County.  
 4. Project to be paid for by developer(s).  
 5. Cost not available; project will be implemented through maintenance program.  
 Note: Individual City Center Access Improvement Projects not shown above.

**Table 8. Mid-Range (2016 - 2025) Improvement Projects Continued**

	Project Name	Project Limits	Project Description	Agency
Other Agency Projects	172nd St NE & Smokey Point Blvd	Intersection	Improvements to identified by WSDOT	WSDOT
	156th St NE & I-5 Ramps	Interchange	Construct single-point urban interchange (SPUI)	WSDOT (City share of cost is \$1,500,000)
	SR 531 (172nd St NE)	1,300 feet west of 43rd Ave NE to SR 9	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	WSDOT/Arlington
	172nd St NE & 59th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	WSDOT/Arlington
	172nd St NE & 67th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	WSDOT/Arlington
	172nd St NE & 51st Ave NE	Intersection	Install traffic signal when warranted.	WSDOT/Arlington
	88th St NE & I-5 SB Ramp	Interchange	Construct single-point urban interchange (SPUI)	WSDOT/Tulalip Tribes
	100th St NE	67th Ave/100th St to Centennial Trail	Construct multi-use trail.	Snohomish County
	67th Ave NE	152nd St NE to Arlington C/L	Construct shoulders for pedestrian and bicycle use.	Snohomish County
	152nd St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	Snohomish County
	132nd St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	Snohomish County
	51st Ave NE	Arlington City Limits to SR 531	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	Arlington
	51st Ave Extension	SR 531 to 188th St NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	Arlington
	43rd Ave NE	Marysville City Limits to SR 531 (172nd St NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	Arlington
	59th Ave NE	Marysville City Limits to SR 531 (172nd St NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	Arlington
	Smokey Point Blvd	Smokey Point Dr to SR 530	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	Arlington
	Transit Service	City-wide	Transit service improvements to/from and within City of Marysville.	Community Transit

**Table 9. Long-Range (2026 - 2035) Improvement Projects**

	Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>
New Roadway	67th Ave NE Connector	67th Ave NE/44th St NE to 71st Ave NE/40th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	4,707,000
	54th St NE/ 55th PI NE	83rd Ave NE to Whiskey Ridge Trail	Connector with bicycle and pedestrian facilities.	1,307,000
	87th Ave NE	SR 528 to 83rd Ave NE at 80th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	16,160,000
	31st Ave NE	140th St NE to 156th Ave NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	20,692,000
	156th St NE Extension <sup>2</sup>	31st to 23rd Ave NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	5,616,752
	<b>New Roadway Sub-Total</b>			
Major Widening	88th St NE	State Ave to 51st Ave NE	Widen to 4/5 lane arterial including pedestrian facilities. Bike lanes may be included in project or along separate but parallel corridor.	16,766,000
	State Ave	100th St NE to 116th St NE	Widen to 4/5 lane arterial including pedestrian facilities.	17,115,000
	Ingraham Blvd	74th Ave NE to 81st Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	5,251,000
	<b>Major Widening Sub-Total</b>			
Minor Widening/ Reconstruction	8th St	Cedar Ave to State Ave	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	1,059,000
	71st Ave NE	Sunnyside Blvd/Soper Hill Road to 40th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	4,589,000
	87th Ave NE	Soper Hill Rd to 35th St NE	Reconstruct and widen to 2/3 lane arterial including pedestrian facilities.	2,581,000
	136th St NE	State Ave to 51st Ave NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	5,936,000
	51st Ave NE	108th St NE to 136th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	11,977,000
	51st Ave NE	136th St NE to 152nd St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	6,979,000
	52nd St NE	75th Ave NE to Whiskey Ridge Trail	Connector with bicycle and pedestrian facilities.	6,763,000
	100th St NE	51st Ave NE to 67th Ave NE	Reconstruct to urban arterial standards including bicycle and pedestrian facilities.	4,198,000
	100th St NE	Shoultes Road to 51st Ave NE	Reconstruct to urban arterial standards including bicycle and pedestrian facilities.	1,866,000
	108th St NE	51st Ave NE to 67th Ave NE	Reconstruct to urban arterial standards including bicycle and pedestrian facilities.	3,346,000
	132nd St NE	51st Ave NE to Urban Growth Area (UGA)	Reconstruct to urban arterial standards including bicycle and pedestrian facilities.	2,254,000
	Shoultes Road	State Ave to 108th St NE	Reconstruct to urban arterial standards including bicycle and pedestrian facilities.	3,891,000
	<b>Minor Widening/ Reconstruction Sub-Total</b>			
Non-Motorized Improvements	State Ave	80th St NE to 88th St NE	Work with railroad to construct non-motorized facilities on West side of street or on parallel route.	1,011,000
	Beach Ave	Grove St to Cedar St	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	1,920,000
	<b>Non-Motorized Sub-Total</b>			
Intersection Improvements	108th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	1,600,000
	<b>Intersection Improvements Sub-Total</b>			
<b>Long-Term Projects Total</b>				<b>\$147,584,752</b>

1. All costs in 2008 dollars.

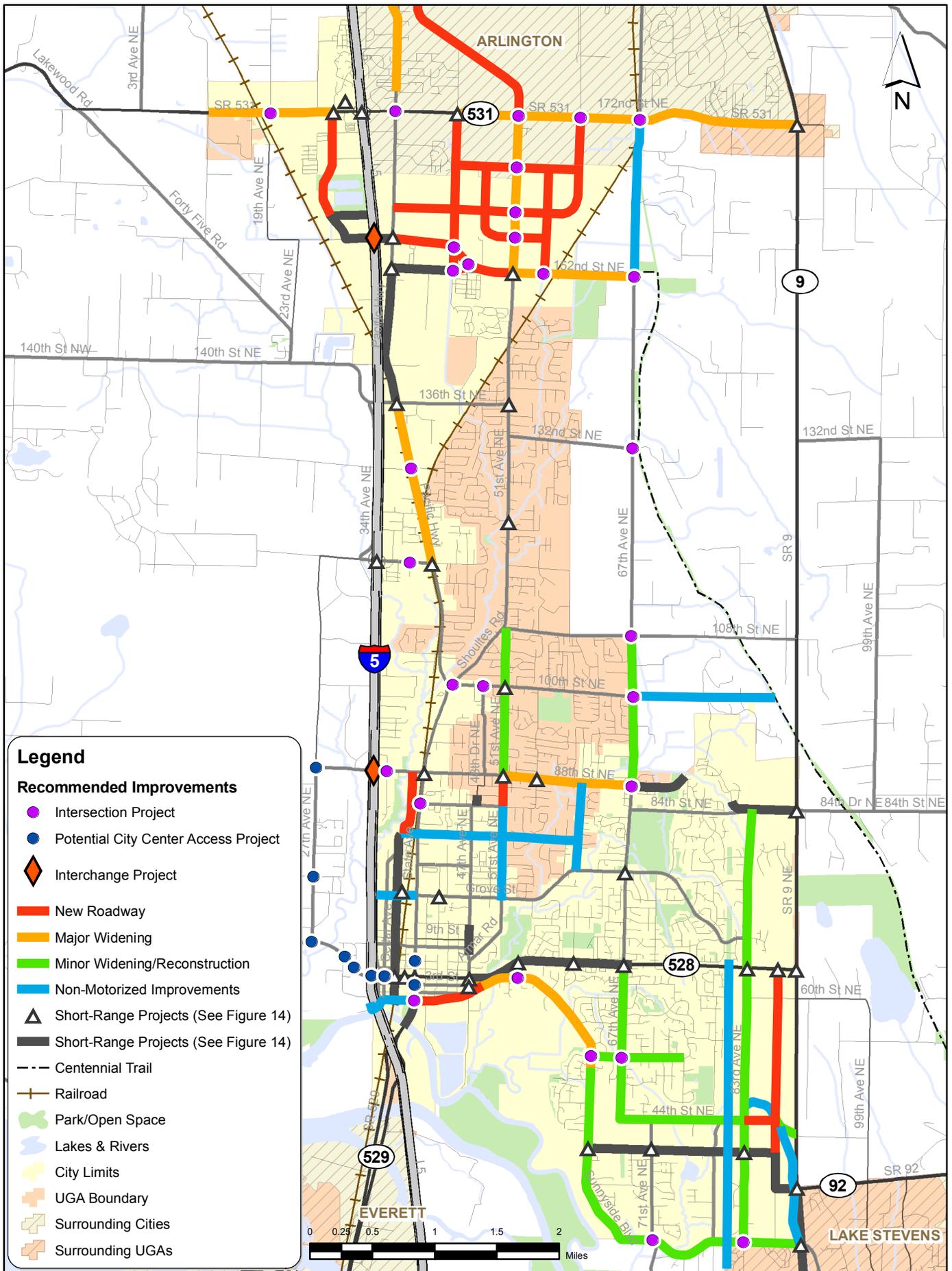
2. Project cost represents the City's share which is estimated at one-half of the total project cost; remaining section of the corridor is within Snohomish County.

Note: Potential City Center Access Improvement Projects Not Shown Above

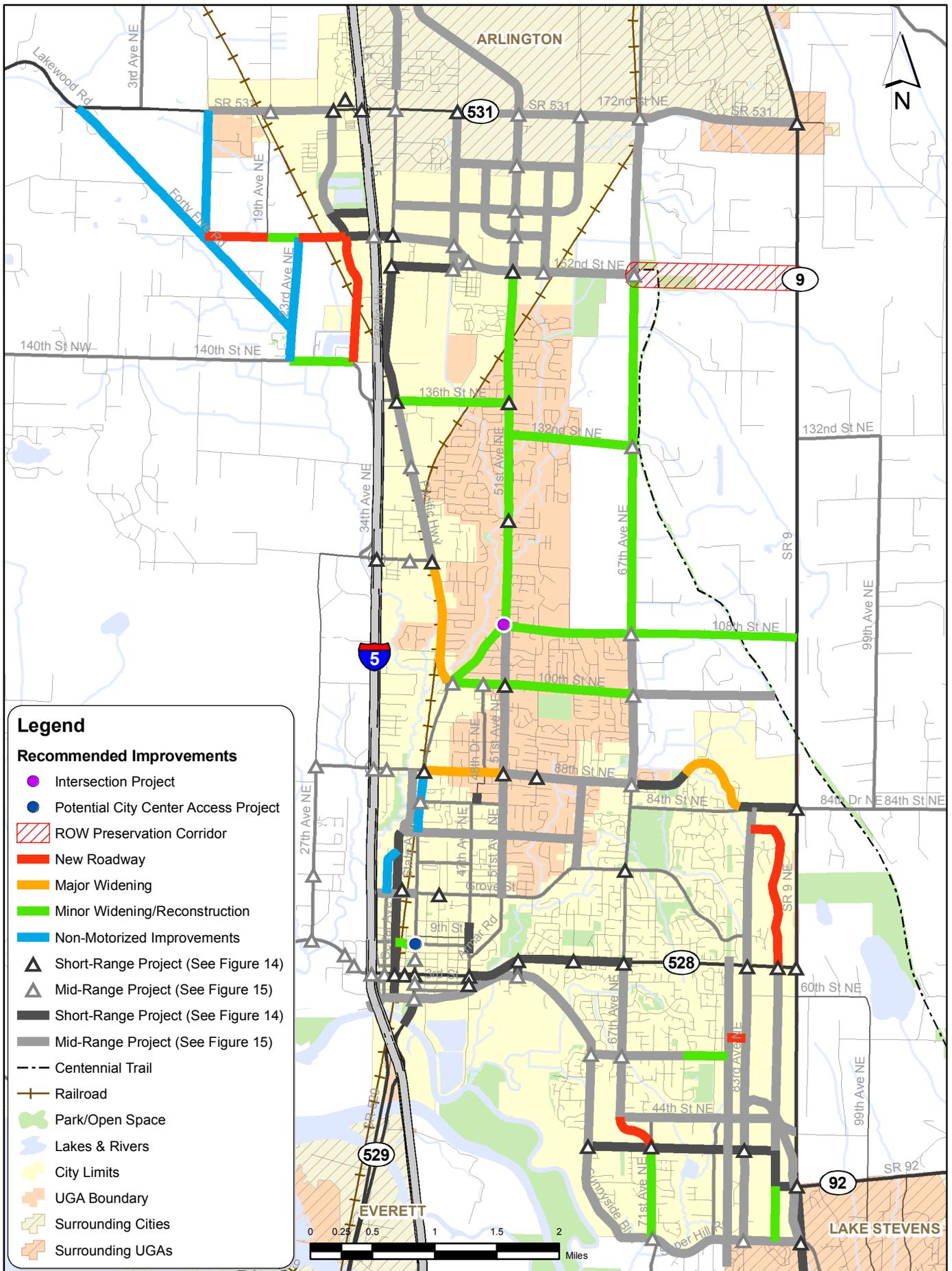
**Table 9. Long-Range (2026 - 2035) Improvement Projects Continued**

	Project Name	Project Limits	Project Description	Agency
Other Agency Projects	45 Road	23rd Ave NE to SR 531	Provide non-motorized improvements.	Snohomish County
	11th Ave NE	45 Road to SR 531	Construct shoulders for pedestrian and bicycle use.	Snohomish County
	23rd Ave NE	140th St NE to Forty Five Road	Construct shoulders for pedestrian and bicycle use.	Snohomish County
	23rd Ave NE	156th St NE to Forty Five Road	Construct shoulders for pedestrian and bicycle use.	Snohomish County
	152nd St NE	67th Ave NE to SR 9	ROW Preservation	Snohomish County
	156th St NE	11th Ave NE to 19th Ave NE	Construct 2/3 lane arterial including pedestrian facilities.	Snohomish County
	132nd St NE	Urban Growth Area (UGA) to 67th Ave NE	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Snohomish County
	140th St NE	23rd Ave NE to 31st Ave NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Snohomish County
	156th St NE	19th Ave NE to 23rd Ave NE	Reconstruct to rural arterial standards including pedestrian facilities.	Snohomish County
	67th Ave	152nd St NE to 132nd St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Snohomish County
	67th Ave NE	108th St NE to 132nd St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Snohomish County
	108th St NE	67th Ave NE to SR 9	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Snohomish County
	Transit Service	City-wide	Transit service improvements to/from and within City of Marysville.	Community Transit





**Figure 15**  
Mid-Range (2016 - 2025) Improvement Projects



**Figure 16**  
 Long-Range (2026 - 2035) Improvement Projects

The following highlights some of the major improvement projects to help the City meet its transportation system needs. The discussion is organized by corridor to show how the improvements work together to support the overall system.

### ***I-5 Access Improvements***

I-5 provides the primary connection between Marysville and the Puget Sound Region and other parts of Washington State. Marysville is served by four existing interchanges, including the Smokey Point (SR 531) interchange shared with Arlington.

The Transportation Element includes specific projects to improve three of the existing interchanges. The Tulalip Tribes are working with WSDOT to reconstruct the interchanges at 88th Street NE and 116th Street NE. The existing diamond interchanges at these two locations would be converted to single-point urban interchanges (SPUI). The SPUI design can provide for more efficient operations by eliminating a traffic signal at each location. The City of Marysville supports the funding and construction of these improvements.

WSDOT has been improving the I-5/172nd Street NE (SR 531) interchange at Smokey Point. Phase 1 of the project added travel lanes and improved intersection operations at the interchange. A second phase of the project will provide a loop ramp for the west-to-south turn movement. This will help reduce delays along the corridor.

The City of Marysville is working to fund construction of a new interchange at I-5/156th Street NE. The new interchange will reduce future traffic volumes at the adjacent 172nd Street NE (SR 531) and 116th Street NE interchanges. The 156th interchange is important to provide regional access to serve the projected growth in north Marysville (on both sides of I-5) and in Arlington.

The City is also working with WSDOT to identify potential improvements to reduce congestion and delays at the 4th Street (SR 528) interchange serving downtown. The “City Center Access Study” is still in process and will likely result in potential improvements at the existing interchange. Another potential option is the addition of new ramps to/from the north at the existing I-5/SR 529 interchange. As part of this study, the City also is evaluating improvements to City arterials that could improve the operations at the I-5/4th Street (SR 528) interchange. Some potential locations for these improvements are included in the plan and described as the “City Center Access Study” projects. The City will incorporate the recommendations of the “City Center Access Study” into the Transportation Element after they are finalized and adopted.

### ***East-West Corridor Improvements***

Several east-west corridors will need improvements to meet the 2035 travel demands. The key corridors provide access to/from I-5 or across I-5. In addition to adding travel lanes and turn lanes, the plan includes improvements at arterial intersections.

To serve the growth forecast in the Lakewood and Smokey Point areas, a new principal arterial is planned for 156th/152nd corridor. The corridor would ultimately connect west of the BNSF rail line as a grade-separated crossing. This preserves the corridor for long-range

transportation needs and the potential growth outside of the existing UGA. A 5-lane arterial will cross I-5 and provide access to the proposed interchange which is being coordinated with WSDOT. The 156th alignment for the corridor will extend east of Smokey Point Boulevard and then transition to the 152nd Street NE alignment; the specific alignment has not been established. East of 51st Avenue NE, the corridor could be initially constructed as a 2 to 3 lane facility, although right-of-way should be preserved to support an ultimate 4 to 5 lane cross-section. Because there are limited east-west corridors in the greater Marysville area that provide a direct connection between SR 9 and I-5, the City's Transportation System Plan calls for preserving the right-of-way to allow future extension east of 67th Avenue NE. This needs to be further coordinated with Snohomish County and WSDOT.

The travel forecasts show a need to widen the 136th/132nd Street NE corridor to 2 to 3 lanes. This corridor provides a connection between the UGA in the 51st Avenue NE corridor to State Avenue/Smokey Point Boulevard. It also connects across I-5 to the 140th Street NE corridor in unincorporated Snohomish County.

The recent widening of 116th Street NE between I-5 and State Avenue to five lanes will accommodate future volumes. Some additional spot intersection improvements will still be needed to support planned growth. As discussed under the section on alternatives evaluation, future extension of 116th Street NE east of State Avenue was not included in the recommended plan.

The 108th and 100th Street NE corridors provide east-west access and circulation in the central part of Marysville and its UGA. The higher volumes of traffic will increase the need to upgrade the non-motorized facilities to better meet urban standards, such as the installation of sidewalks or other pedestrian facilities. Additional bicycle facilities are also identified for these two corridors.

A key improvement in the transportation plan is the widening of 88th Street NE to 4 to 5 lanes between State and 67th Avenues. In addition, the corridor is planned to be extended east of 67th Avenue NE to connect to 84th Street NE at SR 9. When complete, the corridor will provide a direct connection between SR 92 (east of SR 9) and the Tulalip developments west of I-5. The corridor will serve significant volumes of regional traffic generated outside of Marysville. Without the widening, the existing corridor will continue to be over capacity and will continue to result in traffic diversion into the adjacent neighborhoods.

The Grove Street corridor has been upgraded to 3 lanes along most of its length. The primary improvements along this corridor include improvements at 2 intersections. Completion of non-motorized facilities west of State Avenue is also identified for the corridor.

The City is working to complete a 4 to 5 lane corridor along 4th Street/64th Street NE (SR 528) between I-5 and SR 9. In the near-term, the City has a project identified to complete the corridor widening between Allen Creek and 67th Avenue NE. This primarily involves restriping the existing roadway from 2 to 4 lanes to 4 to 5 lanes. The improvement at the intersection of 47th Avenue NE/4th Street (which is being constructed in 2008) will complete the widening between 47th Avenue NE and Allen Creek. The City Center Access Study which is currently underway also may result in additional improvements to 4th Street

between 27th Avenue NE (west of I-5) and 47th Avenue NE. The City and WSDOT have identified intersection improvement at 83rd Avenue NE, 87th Avenue NE, and SR 9 in the east part of the corridor.

In addition to improvements along 4th Street in downtown Marysville, the plan recommends constructing a downtown bypass route. The bypass route would provide an alternative for some of the traffic that would otherwise use 4th Street, or other local downtown streets. It is recommended that the bypass connect the 1st Street/State Avenue intersection with Sunnyside Boulevard at 47th Avenue NE. The specific alignment for the corridor has not yet been defined.

Forecast traffic volumes on Sunnyside Boulevard confirm the need for a 4 to 5 lane arterial from 47th Avenue NE to south of 52nd Street NE. South of 52nd Street NE, the Sunnyside Boulevard/ Soper Hill Road corridor is recommended to be widened to 3 lanes.

The Transportation Element incorporates the new 40th Street NE/35th Street NE corridor identified in the East Sunnyside-Whiskey Ridge Subarea Plan. The new arterial corridor will provide additional capacity to serve growth in this area. It also will provide a direct connection to the SR 9/SR 92 intersection. The City is working with WSDOT to obtain a break-in-access for adding a west leg to the existing intersection.

The 44th Street NE corridor also needs to be improved between 67th Avenue NE and SR 9. This includes a new connection between 83rd and 87th Avenues NE which would replace the existing Sunnyside School Road connection located north of 44th Street NE. This will provide a more direct arterial connection to serve the East Sunnyside-Whiskey Ridge subarea.

### ***North-South Corridor Improvements***

North-south travel in and around Marysville is primarily focused on I-5 and four arterial corridors. The four primary arterial corridors include State Avenue/Smokey Point Boulevard, 51st Avenue NE, 67th Avenue NE and SR 9. Consistent with prior subarea studies, the Transportation Element incorporates a new north-south arterial west of I-5 to serve the projected growth in the Lakewood Triangle subarea. The arterial corridor would connect to 172nd Street NE (SR 531) on the north and 140th Street NE to the south. It would provide connections to/from the planned 156th/152nd Street NE east-west arterial and its proposed new interchange with I-5.

State Avenue/Smokey Point Boulevard currently has only 2 to 3 lanes between 100th and 152nd Streets NE. This section is planned to be widened to 5 lanes in three segments. The City is in the process of initiating the widening between 136th and 152nd Streets NE. Development along the corridor will help construct the additional lanes between 116th and 136th Streets NE. The segment of State Avenue between 100th and 116th Street NE will be widened as a third project. To the south, WSDOT is replacing the SR 529 bridge over the Steamboat Slough with a new 4-lane bridge. Upon completion of the widening of these road segments, the corridor will provide 4 to 5 lanes from Everett to Arlington through Marysville.

East of State Avenue, 51st Avenue NE provides for north-south travel in the City and its UGA. The Transportation Element identifies completion of the missing segment between 84th and 88th Streets NE. In addition, the plan calls for widening 51st Avenue NE to 2 to 3 lanes between 88th and 152nd Streets NE. This widening is needed to provide turn lanes to minimize the affect of turning traffic on the throughput of the corridor. North of 152nd Street NE the corridor would be widened to 4 to 5 lanes to 172nd Street NE (SR 531) to accommodate the projected commercial growth in the Smokey Point Master Plan area.

The plan also recommends upgrading the 67th Avenue NE corridor between 172nd Street NE (SR 531) and the East Sunnyside-Whiskey Ridge Subarea. North of 108th Street NE, the future volumes would require widening to 2 to 3 lanes. This segment is outside the existing Marysville UGA, so the road would likely be constructed to rural road standards. Between 108th and 88th Streets NE, the corridor abuts the Marysville UGA. The plan calls for widening this segment to a 2 to 3 lane urban arterial with non-motorized facilities. Much of 67th Avenue NE between 88th Street NE and 64th Street NE (SR 528) would support 3 lanes plus bicycle facilities. The section between Grove Street and 64th Street NE (SR 528) will be restriped to provide 3 lanes plus bicycle facilities upon resolution of remaining right of way restrictions. South of 64th Street NE (SR 528) the plan incorporates the adopted East Sunnyside-Whiskey Ridge improvements along the 67th/71st Avenue NE corridor. These include upgrading the existing roadway to a 3-lane arterial. A new arterial connection also would be constructed between 67th Avenue NE/44th Street NE and 71st Avenue NE/40th Street NE to provide a more direct route to Soper Hill Road.

Improvements are also identified for 83rd and 87th Avenue NE corridors. These include upgrading the roads to arterial standards. Several local connector roads are also identified for completion.

WSDOT has several projects planned to improve SR 9 near Marysville. The most significant improvement is widening SR 9 to 4 to 5 lanes between SR 92 and Lundeen Parkway in Lake Stevens. This improvement would also include additional turn lanes at key intersections at Soper Hill Road and at SR 92. WSDOT also has current projects planned for the intersections of SR 9 at 64th Street NE (SR 528), 84th Street NE, 108th Street NE, and at 172nd Street NE (SR 531).

### ***Intersection and Intelligent Transportation System Improvements***

Intersection improvements are included as part of the major east-west and north-south corridors discussed above. The plan also incorporates improvements at other intersections throughout the City and its UGA. The improvements include additional turn lanes to meet the 2035 travel demands and improve safety. Changes in traffic controls from stop signs to traffic signals also are identified to support safe and efficient operations as traffic volumes and non-motorized travel modes increase.

The City of Marysville has a need to implement an Intelligent Transportation System (ITS) over the next five to 10 years. By implementing ITS, the City can efficiently manage its traffic infrastructure and congestion on key City corridors. The City's biggest need regards ITS improvements and implementation centers on an effective arterial traffic management system (ATMS). The ATMS system would enable City staff to perform four basic functions

from their central offices: 1) signal coordination and management, 2) roadway monitoring and response, 3) ITS device management, and 4) data collection.

In order to plan for and implement an ATMS system the City must have a reliable high-speed communication network that interconnects the ITS field devices to a remote management center. Because Snohomish County currently maintains the City's traffic/ITS infrastructure it is critical that the a network connectivity is established between the City and the County's traffic management center

The Snohomish County ITS plan identifies several improvements within the City of Marysville. These improvements were identified along key corridors such as State Avenue, 4th/64th Street NE (SR 528), and 67th Avenue NE. The improvements include but not limited to:

- Communication systems
- Traffic signal equipment
- Video surveillance and monitoring equipment
- Video detection system equipment
- Satellite traffic management center

It is highly recommended that the above ITS improvements be implemented in the next five years. The City will continue to have ITS expansion needs beyond five years as it grows and its traffic infrastructure grows.

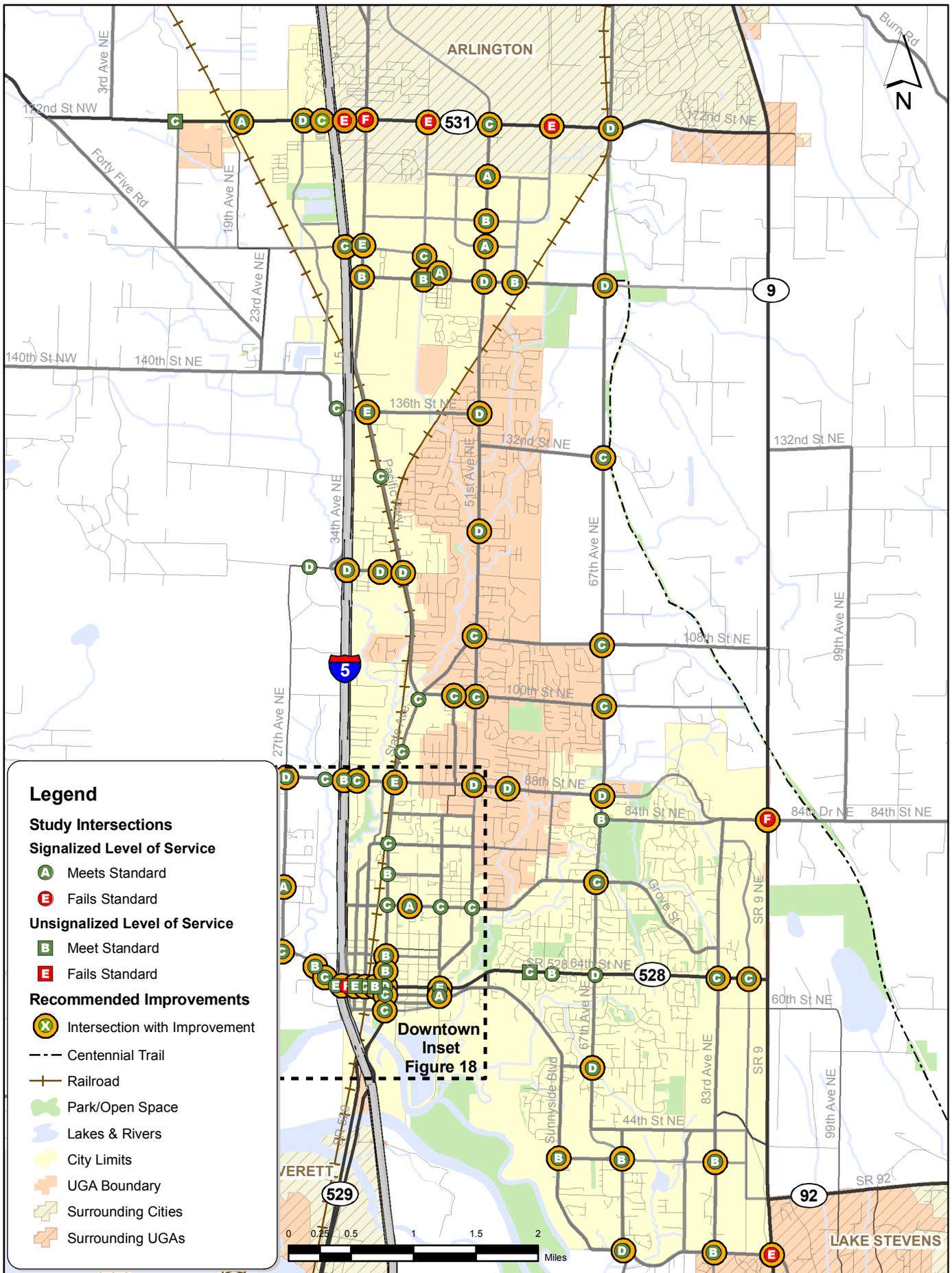
### *City Center Access*

As noted above, the City is working with WSDOT and other stakeholders to identify potential capacity and operational improvements related to access to the Marysville City Center. The study is currently underway and is evaluating improvements to arterials and intersections. It also will evaluate possible improvements to the I-5/4th Street (SR 528) interchange. In addition, the study may include evaluation of the modification of the I-5/SR 528 interchange, including the potential for addition of ramps to/from the north to directly serve Marysville.

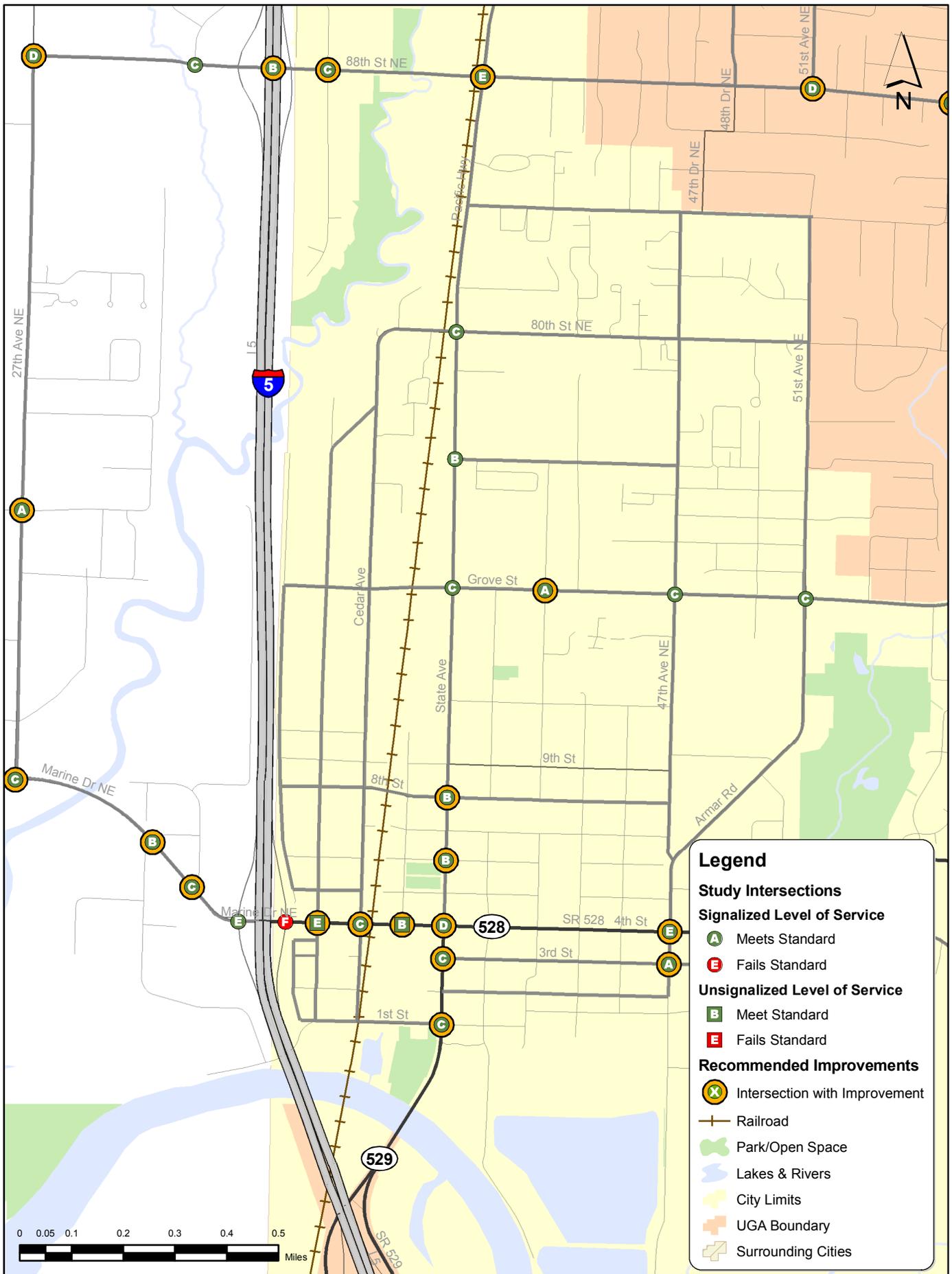
Although specific project recommendations are still being evaluated, the Transportation Element has identified potential locations for improvements. A preliminary allocation to cover at least some of the costs of these improvements is included in the Transportation Element to account for potential funding needs. The City will incorporate the final recommendations of the "City Center Access Study" into the Transportation Element after they are adopted.

### **Forecast 2035 Traffic Operations with Improvements**

The forecast traffic volumes with the recommended improvements were evaluated to assess the 2035 traffic operations. **Figures 17** and **18** show the resulting 2035 PM peak hour intersection levels of service, assuming completion of the identified roadway and intersection



**Figure 17**  
 2035 PM Peak Hour Intersection Levels of Service



**Figure 18**  
2035 PM Peak Hour Intersection Levels of Service - Downtown Area

improvements. The 2035 improvements and resulting levels of service for each intersection are summarized in Appendix B.

As noted in the existing conditions section, the City has established the following intersection level of service standards for arterials, collectors, and state highways within the City limits. These standards also will apply to intersections in the City's UGA after annexation occurs.

- **LOS E mitigated** on the SR 529/State Avenue/Smokey Point Boulevard corridor from the south city limits to north city limits.
- **LOS E mitigated** on the 4th Street/64th Street NE (SR 528) corridor between I-5 and SR 9.
- **LOS D** on all other intersections of arterials or collectors with another arterial or collector.

These level of service standards are consistent with the adopted state and regional LOS standards for state highways. LOS E mitigated means that the congestion should be mitigated through improvements, transit, ridesharing, and other travel modes when the intersection falls below LOS E.

The identified improvements resolve the existing 2007 level of service deficiencies identified for the seven intersections within the City of Marysville and its Urban Growth Area (UGA), as presented in Table 2. Generally, installation of traffic signals would resolve the existing level of service deficiencies at those seven intersections. Additional turn lanes and roadway widening improvements will be needed to maintain the City's level of service standards based on the 2035 traffic forecasts.

With the planned improvements and forecast growth, the I-5 interchange ramp intersections with 4th Street (SR 528) are forecast to operate at LOS E (southbound) and LOS F (northbound). The LOS F for the northbound ramp intersection is below the City and regional standard of LOS E mitigated. The City Center Access Study is evaluating options to reduce congestion at this interchange. The potential improvements are being coordinated with WSDOT.

The intersections of SR 9/Soper Hill Road, SR 9/SR 92, and SR 9/Sunnyside School Road also are below the LOS D standard for SR 9, which is a Highway of Statewide Significance (HSS). The City is continuing to work with WSDOT to define the ultimate channelization of SR 9/SR 92 in conjunction with the proposed addition of the west leg of the intersection. The SR 9/Sunnyside School Road is forecast to operate at LOS F during the 2035 weekday PM hour. This is an unsignalized intersection. The high volume of traffic forecast for SR 9 limits the number of available gaps which results in LOS F.

The intersection of SR 9/84th Street NE is forecast to operate at LOS F based on the 2035 PM peak hour forecast volumes. The LOS F is below the LOS D standard for HSS corridors. SR 9 and 84th Street NE are major travel corridors and will carry high volumes of traffic. Resolving the poor level of service would likely require widening SR 9 to 4 to 5 lanes at the intersection. This widening is not part of WSDOT's current plans for the SR 9 corridor.

The other intersections forecast to be below the adopted level of service standards are along 172nd Street NE (SR 531) in Arlington. This state highway has a standard of LOS D. Three intersections – at Smokey Point Boulevard, at 43rd Avenue NE, and at 59th Avenue NE – are forecast to operate at LOS E or LOS F during the 2035 PM peak hour. In addition, the northbound ramp at I-5 also is forecast to operate at LOS E. The high volume of traffic on 172nd Street NE and the intersecting streets will result in overall delays in the corridor.

Several other intersections are forecast to operate at LOS E under the 2035 conditions with identified improvements. These are located along State Avenue, Smokey Point Boulevard, and 4th Street. The forecast LOS E is consistent with the City's adopted standard. These LOS E intersections include:

- Smokey Point Boulevard at 156th Street NE
- Smokey Point Boulevard at 136th Street NE
- State Avenue at 88th Street NE
- 4th Street (SR 528) at Beach Avenue
- 4th Street (SR 528) at 47th Avenue NE

The forecast 2035 levels of service assume completion of the identified roadway and intersection improvements are constructed. In order to meet concurrency requirements, the intersection improvements may need to be constructed in advance of the full roadway improvements in some corridors. Depending on the availability of funding, interim improvements may be needed in order to maintain the City's adopted level of service standard. For example, interim traffic signals will likely be required at the intersections of 88th Street NE/51st Avenue NE and 88th Street NE/55th Street NE when that portion of the UGA is annexed. These two stop-controlled intersections currently operate at LOS F and LOS E, respectively, which is below the City's LOS D standard which would apply to the corridor after the area is annexed.

## Non-Motorized Transportation Systems Plans

The City of Marysville will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements. The City has adopted street standards that provide for a range of facilities including sidewalks, bike lanes, wider travel lanes, and multi-use trails. The Transportation Element identifies the desired major pedestrian and bicycle systems plans to guide development and implementation of improvement projects. As noted above, the roadway improvement projects incorporate pedestrian and bicycle facilities to facilitate implementation of the overall non-motorized transportation systems. Both the pedestrian and bicycle systems plans were coordinated with the City's Healthy Communities program. The Healthy Communities program provided input on projects and programs and their priorities.

## Pedestrian Systems Plan

Sidewalks, walkway, and multi-use trails are integral to the City's overall transportation system. The City generally desires to have sidewalks or other pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive.

The City requires new developments to construct sidewalks on their internal streets and adjacent frontages. This process has helped the City convert the rural roadways developed under Snohomish County road standards into the urban facilities needed to support the additional growth and higher traffic volumes within the City. Developer improvements will provide for a large portion of the ultimate system but will also leaves some gaps in sidewalks along arterial and collector corridors.

**Figures 19 and 20** illustrate the major pedestrian facility plan for the City, its UGA, and the surrounding communities. The major pedestrian system plan shows where sidewalks currently exist and planned facilities included in the transportation plan. Most of the additional pedestrian facilities will be constructed as part of associated roadway projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Marysville or another agency. In some corridors, pedestrian facilities may be provided through development of multi-use trails separated from the travel lanes.

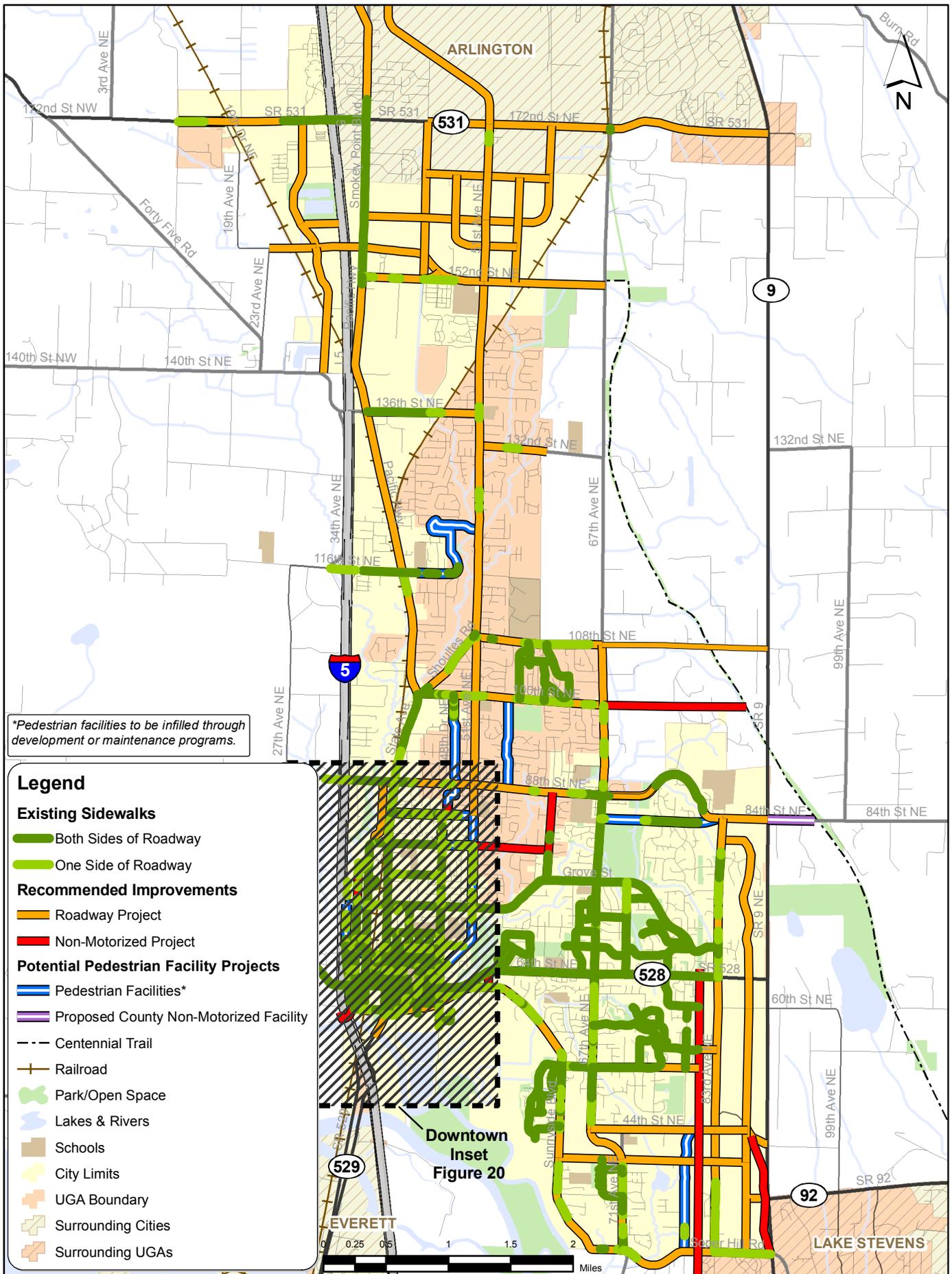
The pedestrian system plan includes several regional multi-use trails. The most significant of which is the Centennial Trail located east of the City. The major pedestrian system plan includes improvements to enhance connectivity to the Centennial Trail. These connections include the proposed Whiskey Ridge Trail in the Puget Sound Energy (PSE) right-of-way located west of 83rd Avenue NE. This new trail would serve the growing area in the East Sunnyside-Whiskey Ridge Subarea. The pedestrian systems plan also provides a system of local connectors to the proposed Whiskey Ridge Trail. Other potential or planned connections to the Centennial Trail are identified in the 100th, 108th, 132nd, and 152nd Street NE corridors.

Because of the recent incorporation of substantial new areas into the City, a revision of the sidewalk component of the Department of Justice (DOJ) mandated Title II Transition Plan for Americans with Disabilities Act (ADA) of 1990 implementation should be considered. There are segments of missing or substandard sidewalks within the City that would not be included in planned roadway projects. A Transition Plan could be beneficial in establishing policies and priorities and identifying programs to address any deficiencies in a comprehensive manner.

The Transportation Element provides for a near term pedestrian system plan. Key priorities are connections to schools, parks, community facilities, transit facilities, commercial areas, and to regional trails. Filling in missing gaps in the system also is supported through the City's ongoing Maintenance and Operations program.

## Bicycle Systems Plan

**Figures 21 and 22** shows the planned bicycle system plan for Marysville and the surrounding areas.

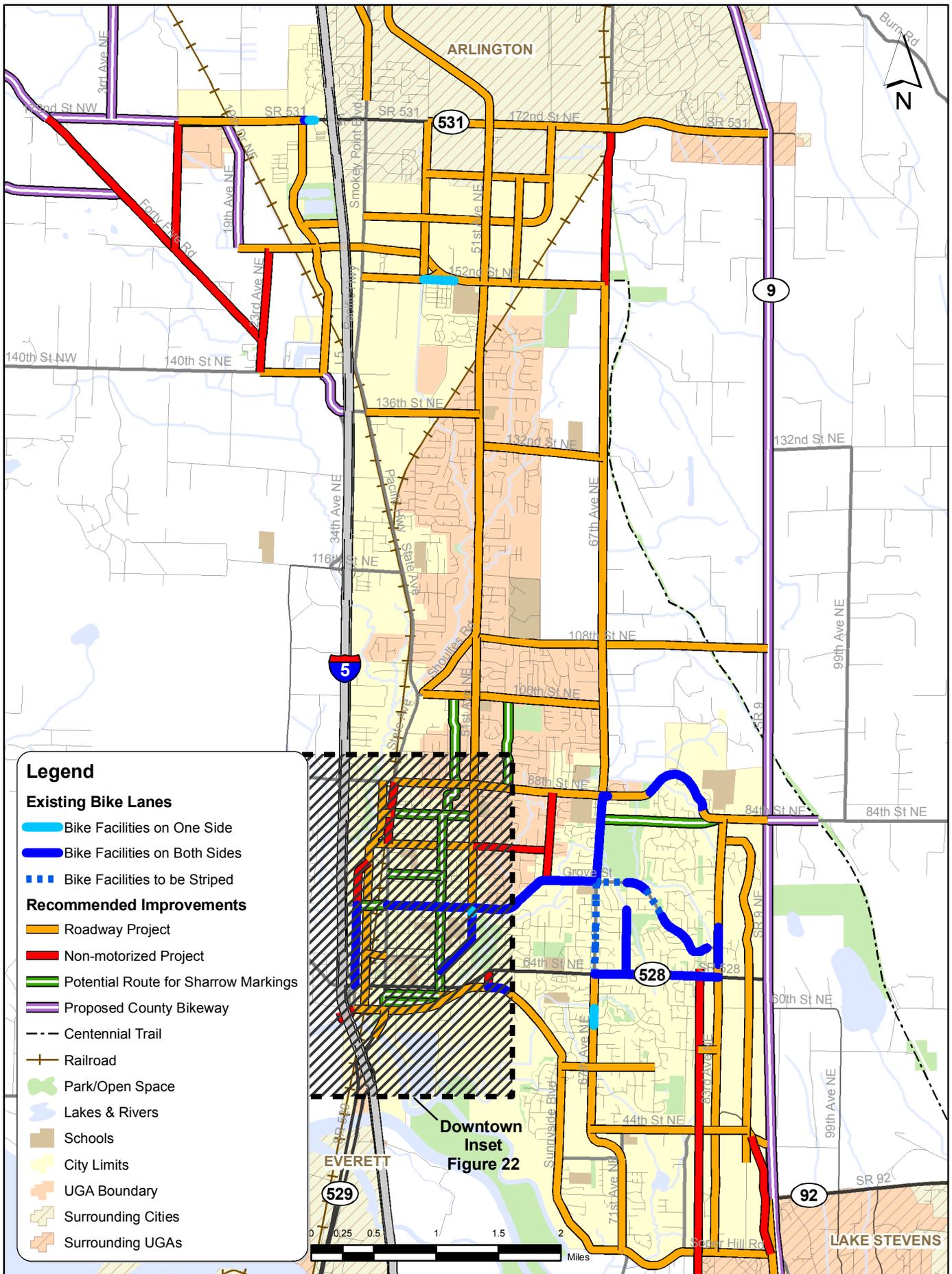


**Figure 19**  
Major Pedestrian System Plan

City of Marysville Transportation Element 2008



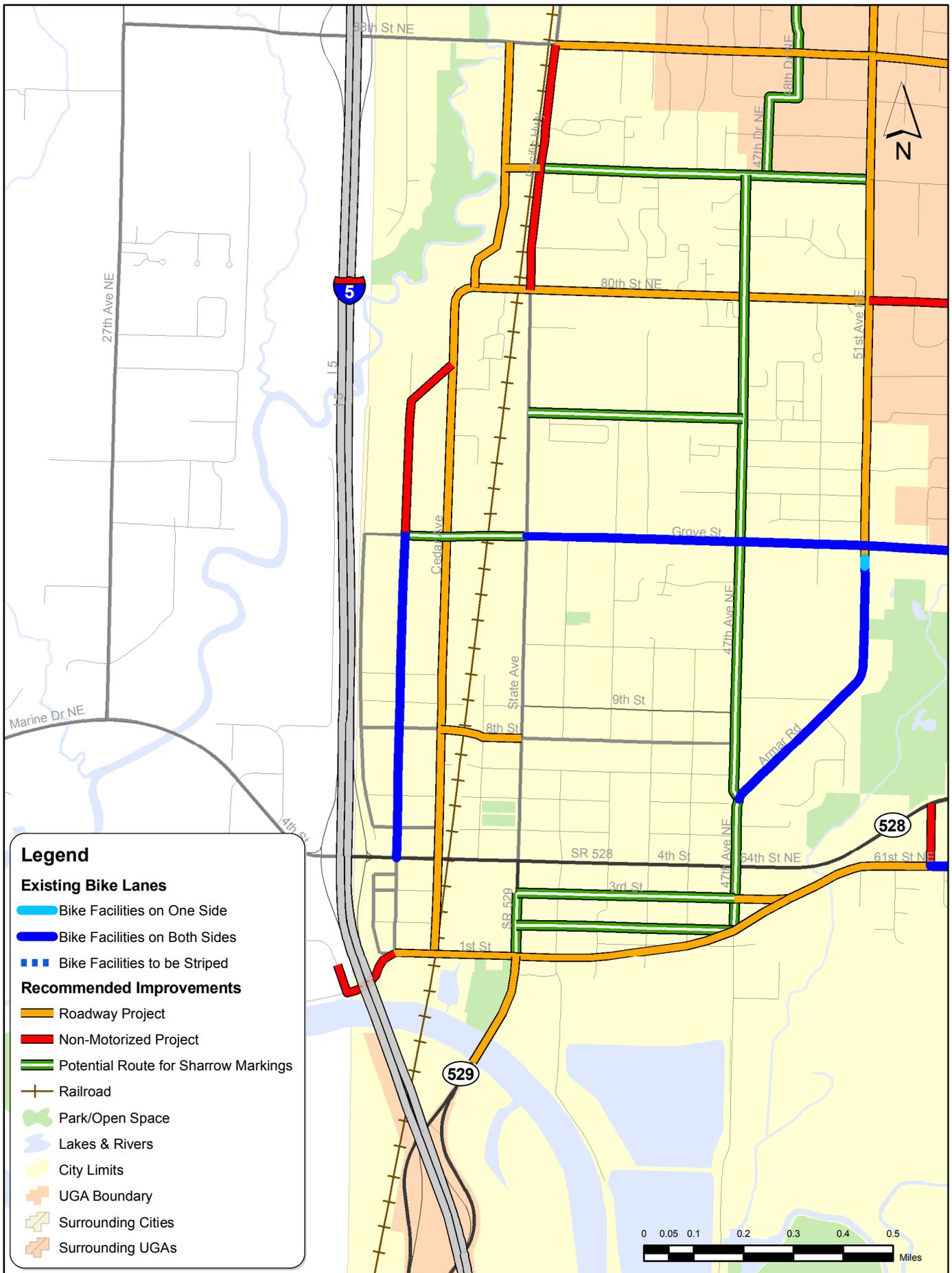




**Figure 21**  
Bicycle System Plan

City of Marysville Transportation Element 2008





**Figure 22**  
Bicycle System Plan - Downtown Area

The bicycle system plan, when completed will provide facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks.

The bicycle facilities will include multi-use trails, bike lanes, and lower volume roadways. Road shoulders may be appropriate bike facilities in the adjacent rural areas. Specific improvements for various corridors will be based on the City's Engineering Design and Development Standards (EDDS) and project level engineering studies. The City will investigate restriping some roadways to provide cost-effective bike facilities in various corridors, such as Cedar Avenue and 67th Avenue NE.

As shown on **Figures 21** and **22**, bicycle facilities would be along most key arterials. The most notable exception is State Avenue which serves as a transit connection point and has very high traffic volumes, a significant volume of trucks, and limited right-of-way.

In addition to the arterial routes, the plan identifies alternative corridors using lower volume roads. These are primarily located near downtown and in the 88th Street NE and 51st Avenue NE corridors.

## Transit and Transportation Demand Management

In order to provide a comprehensive transportation system, the City of Marysville recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

### Transit

Transit service in the Marysville area is provided by Community Transit. Community Transit has an adopted six-year Transit Development Plan (TDP) for the period 2008 to 2013. The TDP provides a framework to guide Community Transit's service delivery through the next six years. The City should continue to work with Community Transit to improve transit services and develop a convenient, integrated and efficient transit system that supports future growth.

#### *Future Transit Service*

As part of Community Transit's 6 Year Transit Development Plan, the City of Marysville received analysis for possible service improvements. In the TDP, the Marysville area is slated for increased transit frequency and span of service during 2009 and a possible new route in 2011 to 2013. The new route would be focused on improving service between downtown Marysville and the Mariner park and ride lot in south Everett (via SR 9). The route restructuring planned during the 2011 time period would:

- Provide better service connections for riders in south County areas
- Enhance connections with *Swift* service and other regional providers and
- Improve running times by serving areas with high transit ridership and minimizing unproductive service hours.

Route restructure decisions will be based on stop-level ridership and on-time performance data produced by Community Transit's new Advanced Public Transportation Systems (APTS) data systems. This new system, to be implemented in 2008, will provide a new level of detail in analyzing transit route efficiency ridership demand.

Additional improvements to transit services should focus on the following elements:

- **Regional Corridors** – I-5 provides the primary link between Marysville and Everett, Lynnwood, Edmonds and King County. The City should continue to work with WSDOT to ensure the function of I-5 as a transit corridor (with high occupancy vehicle [HOV] lanes, queue jumps and direct access ramps, and conveniently located park-and-ride lots).

Other transit emphasis corridors serving Marysville include:

- **State Avenue/Smokey Point Boulevard:** the north-south corridor serves downtown Marysville and the rapidly growing Smokey Point area. Existing transit amenities include two park-and-ride lots just off-route in Marysville and new lots are planned in Marysville and Smokey Point/Arlington.
- **4th Street/64th Street NE (SR 528):** this east-west corridor extends between I-5 and SR 9. It serves the established Marysville downtown and two developing activity centers (east of downtown at 64<sup>th</sup> Street NE at 67<sup>th</sup> Avenue NE, and the intersection of SR 528 at SR 9).

On these transit emphasis corridors, the City will continue to promote the integration of buses with general traffic and non-motorized circulation. The City will also consider transit/HOV lanes and transit signal priority at major intersections.

- **Transit Centers** - Two new park-and-ride lots are identified in the transportation plan. They are located near 169th Place NE and Smokey Point Boulevard., and near Cedar Avenue and Grove Street. The Smokey Point park-and-ride will be a full transit center with access to local commercial uses
- **Local Circulator Transit Service** – The City should work with transit providers to establish a local circulator transit service that provides intra-community transit service. The local circulator service would provide connections to downtown, major commercial and mixed-centers in Marysville, park-and-ride lots and other key destinations. The circulator could connect the future employment areas in the Smokey Point/Arlington area with the surrounding residential areas in Marysville and adjacent areas.
- **Sunnyside/Whiskey Ridge Service** – Current transit service to the residential neighborhood is limited to bus stops on 64<sup>th</sup> Street NE (SR 528) serving two commuter routes (CT 421 and CT 821). With growing development planned in the neighborhood, the City should work with Community Transit to provide new bus routes on designated arterial streets including Sunnyside Boulevard, Soper Hill Road, 40th Street NE, 83rd Avenue NE, and 67th/71st Avenues NE.

- **Transit Accessibility** – The City will work to continue to provide additional bus stops along principal and minor arterials, to improve comfort of bus stops (shelters, benches, information, signing) and to improve access for all users in compliance with the Americans with Disabilities Act (ADA).
- **Transit Speed and Reliability** – The City also will coordinate with Community Transit to improve the reliability of transit services. Strategies include locating bus stops on the far side of signalized intersections to facilitate the merging of buses, providing bus pullouts on roadways with one lane in each direction, special detection arrangement at required rail crossing stopping points to extend signal service, and implementing a transit signal priority program to facilitate bus circulation on principal transit corridors.

### Transportation Demand Management (TDM) Program

In addition to improving the transit system, expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as Snohomish County, Community Transit and PSRC.

The City of Marysville has adopted a Commute Trip Reduction (CTR) plan (see Chapter 11.52 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the city. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling.

- **Transit Incentives** – Employers can provide free or reduced-rate transit passes to all employees.
- **Ridesharing** - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible Work Schedules** – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting** – The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some work days.
- **Secured Bicycle Parking and Showers** – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

## D. Financing Program

The comprehensive list of transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Marysville. The first section presents the estimated project and program costs. Potential revenues are then presented. The financing program also includes a discussion of how additional funding could be raised to help implement the projects and programs.

### Project and Program Costs

**Table 10** summarizes the costs of the recommended transportation improvement projects and programs. These cover capital improvements, maintenance and operations, and bond debt services. The costs are summarized for the short- (2008-2015), mid- (2016-2025), and long-range (2026-2035) time periods based on the project timelines presented in **Tables 7, 8, and 9**. The cost summary includes projects within the City of Marysville existing city limits and the improvements within the Marysville Urban Growth Area (UGA). The improvement projects within the UGA are included because the area is anticipated to be annexed within the next several years. Once the area is annexed, the City will have responsibility for funding and implementing the improvements. Snohomish County has three intersection projects along 51st Avenue NE programmed for funding and construction by 2009. Because Snohomish County has programmed funding and construction for these projects within the UGA, their costs are not included in the City's financing program. All costs are presented in constant 2008 dollars. The City costs also include potential City contributions to projects at the I-5 interchanges with 116th Street NE and 156th Street NE.

**Table 10. Transportation Project and Program Costs (2008-2035)**

	Short-Range Costs <sup>1</sup> (2008-2015)	Mid-Range Costs <sup>1</sup> (2016-2025)	Long-Range Costs <sup>1</sup> (2026-2035)	Total Costs <sup>1</sup> (2008-2035)
Capital Projects <sup>2</sup>	\$95,010	\$368,050	\$147,590	\$610,650
Maintenance & Ops <sup>2</sup>	30,530	45,640	55,640	131,810
Bond Debt Service	6,540	9,840	1,240	17,620
<b>Total</b>	<b>\$132,080</b>	<b>\$423,530</b>	<b>\$204,470</b>	<b>\$760,080</b>

1. All costs in \$1,000s of 2008 Dollars

2. Includes projects and maintenance/operations for transportation facilities in City's urban growth area (UGA) which is anticipated to be annexed within the next several years.

Planning level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan section of the Transportation Element. Cost estimates were prepared based upon average unit costs for recent transportation projects within the City.

Maintenance and operations costs were projected based on recent expenditures and assuming a 2 percent annual growth to account for expected population growth and annexation. These costs cover maintenance and operations on City streets, street overlays and other miscellaneous sidewalk and safety improvement programs.

The debt service category covers the remaining principal and interest on bonds that the City issued to help fund several transportation projects. Issuance of new bonds in the future is

not currently anticipated. Bond expenditures include total outstanding balance (principal and interests) as of 2008. The projects that are partially funded with bonds include:

- State Avenue (1st Street to Grove Street);
- State Avenue (116<sup>th</sup> to 136<sup>th</sup>);
- State Avenue (136<sup>th</sup> to 152<sup>nd</sup>);
- 4th Street (SR 528)/47<sup>th</sup> Avenue NE;
- 3rd Street/47th Avenue NE.

A total of roughly \$611 million (in 2008 dollars) would be needed to fully fund the capital improvements under the jurisdiction of the City of Marysville or located within the UGA. Other projects under the jurisdiction or lead of WSDOT, Snohomish County or the City of Arlington would be needed as part of this plan but are not included in the City's financial analysis. The costs of these projects would be in addition to the City's.

In addition to capital costs, annual maintenance and operations programs result in \$132 million. Paying off existing bonds adds another \$17.6 million. Combined, the 2008-2035 Transportation Element would require \$760 million in 2008 dollars.

## Revenue Projections

Funding sources for transportation projects include various fees and tax revenues, grants, bonds, developer contributions and traffic impact fees. The estimates were based on revenues allocated to transportation funding during the last five years and discussions with City staff. Estimates of potential revenues from each source were projected for two scenarios. The TRENDS scenario generally reflects recent growth trends in the City's revenues, population and employment. This likely represents a conservative assessment of available revenues from these sources. The HIGH scenario applies a higher growth rate to existing revenues to estimate future funding compared to the TRENDS scenario. The higher growth rate is based on the 2008-2035 land use forecasts used in preparing the travel forecasts for the Transportation Element. The HIGH scenario does not represent the maximum funding that could be generated, but provides a less conservative projection for the long-range planning horizon than the TRENDS scenario.

**Table 11** summarizes projected revenues for the TRENDS and HIGH scenarios. Based on these assumptions, the City would generate almost \$390 million (in 2008 dollars) over the life of the plan under the TRENDS scenario. This would increase to \$559 million under the HIGH scenario. The assumptions and results for each group of funding sources are presented below.

**Table 11. Transportation Funding Revenue Projections (2008-2035)**

Revenue Source	TRENDS Scenario Total <sup>1</sup>	HIGH Scenario Total <sup>1</sup>
Real Estate Excise Tax (REET)	\$69,012	\$85,862
Sales & Use Taxes	49,614	55,653
Motor Vehicle Fuel Tax	31,349	39,003
Miscellaneous	16,049	16,049
Grants	23,200	48,074
Bonds	5,777	5,777
Traffic Impact Fees	34,155	148,809
Developer Construction	159,862	159,862
<b>Total</b>	<b>\$389,052</b>	<b>\$559,089</b>

1. All revenues in \$1,000s of 2008 Dollars

## Tax Revenues

The City directs revenues from three primary taxes toward transportation improvements and programs. These include Real Estate Excise Taxes, Sales and Use Taxes, and Motor Vehicle Fuel Taxes (Gas Taxes). Under the TRENDS scenario, these three taxes would generate approximately \$150 million in revenues between 2008 and 2035, in 2008 dollars. The TRENDS tax revenue projections presented in Table 11 are based on a moderate level of population growth (1.5% annual growth). The City may see higher growth in the annual tax revenues depending on the actual population growth, including annexations. Assuming the higher growth rate based on the 2008-2035 household and employment forecasts, the City could generate approximately \$180 million in tax revenues under the HIGH scenario. The City could also choose to direct a higher proportion of the real estate excise tax to transportation funding, which is not assumed in this analysis.

## Miscellaneous

In addition to the above tax revenues, the City directs other funding toward transportation improvements and programs. These miscellaneous funds include items such as inspection fees and a portion of stormwater management fees related to street work. Based on the average miscellaneous revenues for 2004 to 2008, these funds are estimated to generate \$16 million over the life of the plan, in 2008 dollars. This value is assumed for both the TRENDS and HIGH scenarios.

## Grants

The City has secured several grants during the past few years. Between 2004 and 2008, the City has secured an average of \$1.7 million per year in various grants. Major projects that are in progress are being funded in part by grants (Ingraham Boulevard and State Avenue). The City does not anticipate as high of level of grant opportunities in the near future. For this reason, the projections presented in Table 11 for the TRENDS scenario are based on annual grant revenues of \$750,000. This would result in \$20-\$25 million (in 2008 dollars) in funding by 2035.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models. Many of the projects identified in the Transportation Systems Plan support regional needs and would likely be eligible for some grant funding.

The Surface Transportation Program (STP) provides funding for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

The State Transportation Improvement Board (TIB) provides funding for urban areas through various programs: the Urban Arterial Program focuses on roadway projects that improve safety and mobility; the Urban Corridor Program focuses on roadway projects with multiple funding partners that expand capacity; the Sidewalk Program focuses on sidewalk projects that improve safety and connectivity.

The Congestion Mitigation and Air Quality (CMAQ) program is a federally funded program administered through PSRC. CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emissions.

Grants are also available to fund specific programs such as Intelligent Transportation Systems (ITS) implementation projects.

Examples of projects that could be eligible for grants include the widening of 88<sup>th</sup> Street (between State Avenue and SR 9) and the widening of State Avenue (between 100<sup>th</sup> Street and 152<sup>nd</sup> Street).

If the City is successful in maintaining the level of grant revenues that has been experienced in the last few years (\$1.67 million dollars per year), the total grant revenues could be in the range of \$45-\$50 million (in 2008 dollars) over the 28-year life of the plan. This results in the HIGH scenario grant funding being approximately twice the grant funding assumed for the TRENDS scenario.

## **Bonds**

Bonds do not result in additional revenues, but allow the City to fund and construct projects earlier than they would be able to under their current revenue options. The interest on these bonds results in increased costs, as shown in **Table 10**.

The City of Marysville has issued bonds for funding public infrastructure projects. The bond package was issued in 2007 for a total amount of just over \$8 million. The proceeds of this bond package are allocated to funding of four different projects:

- State Avenue (116<sup>th</sup> Street to 136<sup>th</sup> Street);
- State Avenue (136<sup>th</sup> Street to 152<sup>nd</sup> Street);
- 4<sup>th</sup> Street (SR 528)/47<sup>th</sup> Avenue NE;
- 3<sup>rd</sup> Street/47<sup>th</sup> Avenue NE.

In 2003, the City issued bonds for improvements to State Avenue between 1st Street and Grove Street. This improvement is complete, but the City must pay off the principal and interest as part of the total transportation financing program.

Although the City does not anticipate issuing new bonds in the near future, it remains an option available for accelerating funding some of the capital improvement projects included in this Transportation Element over the life of the plan.

### **Traffic Impact Fees**

The Growth Management Act (GMA) allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs be:

- Related to improvements to serve new developments and not existing deficiencies
- Assessed proportional to the impacts of new developments
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the Capital Facilities Plan.

The City of Marysville has adopted a transportation impact fee program defined in Chapter 18B (Traffic Impact Fees and Mitigation) of the City's Municipal Code. The ordinance was updated in May 2007 to revise the calculation of the City's traffic impact fees resulting from changes in the Capital Facilities Plan. The resultant traffic impact fee cost per PM peak hour trip is based on the maximum potential impact fee funding divided by the total new PM peak hour trips. An adjustment factor is applied to the rate to reduce the rates and to reflect differences in tax revenues between commercial and residential development. The adopted 2007 TIF rates were \$2,000 per new PM peak hour trip for commercial projects and \$6,300 per new PM peak hour trip for residential projects.

As part of the 2008 Transportation Element, a detailed update of the traffic impact fee program was conducted. The methodology and findings are described in more detail in Appendix A (Traffic Impact Fees) of this Transportation Element. Appendix A identifies the specific improvement projects and costs included in the TIF.

The impact fees for the TRENDS scenario are based on an annual average of \$1.2 million per year. This estimate is based on expected annual revenues over the next several years. Based on the slowing of growth in the last year or so, the City expects reduced TIF revenues, at least in the near future. The slowing in growth would delay the need for some of the growth-related improvements, reducing the associated funding needs. This would generate approximately \$34 million in funding.

Applying the proposed 2008 impact fee rates of \$6,300 for residential and \$2,220 for commercial trip ends to the forecast housing and employment growth could generate up to \$149 million in TIF revenues. This is nearly \$115 million greater than the estimate based on the City's budget projection for 2008. The actual TIF revenues will be directly tied to the level of growth that occurs. The TIF allows the City to better match funding for growth-related improvements to the pace of growth.

Based on the 2008 maximum potential TIF rate of \$6,800 per PM peak hour growth trip, the City could generate up to \$282 million in funding. As noted above, it has been the City's policy to apply an adjustment factor to reduce the overall TIF to balance the proportion of improvements funded by new development.

The City will not actually collect all of the TIF funds because developers will be asked to construct some of the projects. Where a developer is conditioned to construct all or a portion of TIF project, the City will provide credits, consistent with GMA requirements.

### **Developer Commitments**

The City also implements its transportation improvements by requiring developers to construct frontage improvements, to mitigate their traffic impacts pursuant to the State Environmental Policy Act (SEPA), and/or to meet concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These improvements can include widening of pavement, drainage improvements, curbs, gutters, bicycle facilities and sidewalks.

The City evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, non-motorized travel, or other transportation issues. Many of these developer-funded improvements are also identified as specific projects in the Transportation Element.

Per GMA, the City requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts that make the facilities operate below the City's level of service standard. To resolve any deficiencies, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant may decide to wait for the City, another agency, or another developer to fund and/or construct the needed improvements.

Several of the projects identified in the Transportation Element would be totally or partially funded by developer contributions exclusive of the TIF program. The plan identifies several new arterials and collectors that will be primarily constructed as part of adjacent developments. These would not be part of the TIF program. Table 11 estimates that a total of \$160 million of improvements would be funded through developer construction, exclusive of the TIF program under either the TRENDS or HIGH scenarios.

### **Transportation Benefit District**

While not part of existing funding programs, the City could decide to fund some of the transportation improvements through a Transportation Benefit District (TBD). A TBD allows cities to impose an array of taxes or fees either through a vote of the people or through council action. The revenue options subject to voter approval include levy on property taxes, increase of sales and use tax, annual vehicle fee (up to \$100 per year) or vehicle tolls. Revenue options not subject to voter approval include an annual vehicle fee of

less than \$20 and transportation impact fees. If the City decides to exercise the tax authority that does not require a public vote, the TBD must be citywide. The City of Marysville could also partner with other jurisdictions, including the County or other cities, in formation of a TBD. FY 2008 data indicates that about 57,500 vehicles are registered in Marysville and would be eligible for an annual vehicle fee under a citywide TBD. Assuming a \$20 fee, the City could generate over one million dollars per year or more than \$30 million over the 28-year life of the plan.

### Other Agency Funding

The City of Marysville will need to continue to partner with WSDOT, Snohomish County, City of Arlington, City of Lake Stevens and Tulalip Tribes to fund and implement projects identified in the Transportation Element. Funding of improvements along I-5 and SR 9 are expected to come mostly from WSDOT. These include three new I-5 interchanges (at 88<sup>th</sup> Street, 116<sup>th</sup> Street and 156<sup>th</sup> Street), interchange improvements at the 172<sup>nd</sup> Street interchange, as well as major widening and intersection improvements along SR 9. The Ebey Slough replacement bridge on SR 529 is also funded by WSDOT.

Some of the transportation improvements included in the Transportation Element are outside the City limits. The City should continue to partner with the County, adjacent cities and the Tulalip Tribes to fund these types of joint projects. One strategy for partnering would be Interlocal Agreements with these agencies on impact fees or other possible funding mechanisms.

## Financing Strategy

As noted in **Table 10**, in order to fully fund the transportation improvement projects and programs, the City would need approximately \$760 million (in 2008 dollars) between 2008 and 2035. The TRENDS and HIGH funding scenarios result in approximately \$390 to \$560 million (in 2008 dollars) in revenues or developer funding for the same time period, respectively. This results in a shortfall of \$200 - \$370 million (in 2008 dollars) over the life of the plan.

### Time Horizon Analyses

As discussed in the Transportation Systems Plan section, each project has been assigned to a relative time period for implementation. The time period analysis takes into account the relative project priority, availability of funding, and proximity to forecast growth throughout the City. **Table 12** summarizes the allocation of project and program costs for each of the three time horizons as presented in **Tables 7, 8, and 9**:

- Short-range (2008-2015)
- Mid-range (2016-2025)
- Long-range (2026-2035)

**Table 12** also allocates the forecast revenues and developer funding to the three time periods. Forecast revenues from each of the funding sources are evenly spread over the 28-year planning period, with two exceptions. Bond revenues are all included in the short-range

time period since the final bond proceeds will be received in 2008. The funding associated with developer construction of non-impact fee projects has been matched with the project timing. If a developer constructs the improvement in a different time horizon, both the revenues and the costs would shift to the other time period. This would not significantly affect the City's financial strategy.

**Table 12. Financing Summary by Planning Time Horizon**

	Short-Range <sup>1</sup> (2008-2015)	Mid-Range <sup>1</sup> (2016-2025)	Long-Range <sup>1</sup> (2026-2035)	Total (2008-2035)
<b>A. Projected Revenues<sup>1,2</sup></b>				
TRENDS Scenario	\$71,550	\$210,820	\$106,680	\$389,050
HIGH Scenario	120,130	271,550	167,410	559,090
<b>B. Total Project and Program Costs</b>				
Total Costs <sup>1,3</sup>	132,080	423,530	204,470	760,080
<b>C. Difference (A - B)<sup>1,4</sup></b>				
TRENDS Scenario	(60,530)	(210,710)	(97,790)	(371,030)
HIGH Scenario	(11,950)	(151,980)	(37,060)	(200,990)

1. All values in \$1,000s of 2008 dollars

2. From Table 10

3. From Table 11

4. Subtract project and program costs from projected revenues (xxx) = denotes funding deficit

The shortfall in funding under either the TRENDS or HIGH scenarios would primarily affect the ability of the City to fund the capital improvements. The City is obligated to fund its debt service requirement to bond holders. The City also is committed to funding the maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with the future annexation of its UGA.

The most critical part of the funding program is the short-range time period. These improvements are needed to resolve existing deficiencies and safety issues. Furthermore, some of these improvements will add capacity needed to maintain the City's LOS standards to meet concurrency requirements for the next several years.

As shown in **Table 12**, the revenues in the short-range time horizon will be approximately \$12 - \$60 million less than the total costs. The City will seek additional funding to close the gap between short-range revenues and costs. These could include seeking additional grants, joint agency funding, formation of local improvement districts (LIDs), or adopting a Transportation Benefit District (TBD). In the future, the City also could consider reducing the adjustments to its TIF rates to generate additional revenues. If additional funding is not secured, the City could phase some of the improvements or simply delay improvements to beyond 2015. The City also could modify project level designs to help reduce costs.

Revenues for the mid-range horizon are \$150 to \$210 million less than the identified project costs for that 10 year period. The City can implement similar strategies for these projects as described for the short-range horizon. It is likely that many projects identified for the mid-range time horizon will be deferred to beyond 2025, unless significant new or expanded funding sources are identified. The success of programs to shift travel to other modes also

can reduce, or delay, the needs for some of the improvements. Some of the improvements may be dropped from the plan as part of future updates to the Transportation Element.

The long-range (2026-2035) funding program is projected to have a deficit of \$35 to \$100 million. This deficit would increase if projects are delayed from the short- and mid-range time horizons. The City will have a better idea of actual growth and impact fee revenues and potential regional transportation funding packages (such as TBD). Projects may be dropped, or delayed, in the plan. The City also could shift more of the costs to development projects.

### **Reassessment Strategy**

Although the financing summary recognizes the potential for a \$200 to \$370 million (in 2008 dollars) shortfall over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirement.

In order to implement the Transportation Element, the City will consider the following principals in its transportation funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues;
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency;
- Explore ways to obtain more developer contributions to fund the improvements;
- Coordinate and partner with WSDOT, Tulalip Tribes, Snohomish County and local cities and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5 and SR 9.
- Work with Snohomish County to develop multi-agency grant applications for projects that serve growth in the City and its UGA;
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates;
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City or UGA as part of future updates of its Comprehensive Plan;
- Some lower priority projects may be slid or deleted from the program.

The City of Marysville will use the annual update of the Six-Year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that

are most impacted by growth or to arterials that may fall below the City's level of service (LOS) standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

## E. Goal and Policies

The overall goal of the City of Marysville Transportation Element is:

*“The City will have a safe, cleaner, integrated, sustainable, and highly efficient multi-modal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.”*

The following policies provide guidance in implementing the plan. The policies build from state requirements, the regional Vision 2040 policies, Snohomish County’s Countywide Planning Policies, and City of Marysville objectives. They are organized into the following categories:

- Transportation System Efficiency and Safety
- Public Involvement and Agency Coordination
- Land Use and Economic Development
- Mobility Options
- Sustainable Transportation Systems and the Environment
- Levels of Service Standards and Concurrency Program
- Financing and Implementation

### Transportation System Efficiency and Safety

Policy T-1: Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services.

Policy T-2: Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-3: Improve the safety of the transportation system for all travel modes.

Policy T-4: Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

Policy T-5: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City’s urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

Policy T-7: Implement transportation improvements through adopted design standards, by roadway function, to meet the multi-modal needs of the City.

- Policy T-8: Apply good access management practices to arterials to improve the safety and operational efficiency of the system.
- Policy T-9: Work with WSDOT and other stakeholders to improve multi-modal access to the regional highway system.
- Policy T-10: Implement an Intelligent Transportation System (ITS) to enhance the efficiency of the City's transportation system.
- Policy T-11: Work with WSDOT and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

### **Public Involvement and Agency Coordination**

- Policy T-12: Encourage and solicit public participation from user groups, such as Healthy Communities, in the planning, design, and implementation of a multi-modal transportation system.
- Policy T-13: Coordinate the planning, implementation, and operation of a safe and efficient multi-modal transportation system with stakeholders including WSDOT, Snohomish County, neighboring cities, the Tulalip Tribes, and transit providers.

### **Land Use and Economic Development**

- Policy T-14: Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers.
- Policy T-15: Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.
- Policy T-16: Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.
- Policy T-17: Ensure the freight system meets the needs of regional and local distribution.
- Policy T-18: Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.
- Policy T-19: Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.

Policy T-20: Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes.

Policy T-21: Apply livable urban design principles for growth centers and transit areas.

Policy T-22: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T-23: Continue to review and update the City's truck route plan.

## **Mobility Options**

Policy T-24: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Policy T-25: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

Policy T-26: Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing connections can reduce traffic congestion and increase neighborhood unity.

Policy T-27: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Policy T-28: Complete and upgrade pedestrian and bicycle facilities.

Policy T-29: Support improvements to expand and improve access to the regional trail system.

Policy T-30: Work with Community Transit to expand transit and paratransit service to/from and within the City.

Policy T-31: Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region.

Policy T-32: Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

Policy T-33: Work with Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, park-and-ride and park-and-pool lots.

## **Sustainable Transportation Systems and the Environment**

Policy T-34: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

Policy T-35: Develop a transportation system that minimizes negative impacts to human health and promotes a healthy community.

Policy T-36: Support implementation of transportation modes and technologies that are energy efficient and improve system performance.

Policy T-37: Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Policy T-38: Identify and preserve rights-of-way for future transportation system needs.

## **Level of Service Standards and Concurrency**

Policy T-39: Establish concurrency standards for the City based on the Level Of Service of intersecting arterials and signalized intersections during weekday PM peak hour per the latest version of the *Highway Capacity Manual* (HCM), Transportation Research Board.

Policy T-40: Set the acceptable level of service (LOS) for signalized intersections and intersections of two (or more) arterials as follows:

- LOS E mitigated for:
  - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville
  - 4th Street/64th Street (SR 528) within the City
- LOS D for:
  - All other intersections of two or more arterials within the City

Policy T-41: Implement a transportation concurrency management program consistent with the 6 year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

## Financing and Implementation

- Policy T-42: Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan.
- Policy T-43: Pursue grants for funding a range of multi-modal transportation improvements.
- Policy T-44: Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.
- Policy T-45: Partner with other agencies to fund regional transportation improvement projects needed to serve the City.
- Policy T-46: Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.
- Policy T-47: Support use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.
- Policy T-48: Maintain a transportation database to measure operations and safety, of the transportation system for use in defining improvement projects and priorities.

Appendix A: Traffic Impact Fee (TIF)  
Methodology

# APPENDIX A: Traffic Impact Fees (TIF)

The City of Marysville has adopted a transportation impact fee program defined in Chapter 18B (Traffic Impact Fees and Mitigation) of the City's Municipal Code. The ordinance was updated in May 2007 to revise the calculation of the City's traffic impact fees resulting from changes in the Capital Facilities Plan.

A detailed revision of the traffic impact fee program was prepared based on the 2008 Transportation Element of the Comprehensive Plan. The forecast year for the Transportation Element was set at 2035. This decision extends forecasting for the population and employment by 10 years compared to the prior Transportation Element. It also results in additional growth-related transportation improvement needs. The longer-range horizon year allows the City to better plan for and size transportation facilities that will be needed as the City grows.

The TIF analysis included the following steps:

- Identify growth-related improvement projects and eligible TIF costs
- Define TIF service area(s)
- Calculate potential maximum TIF rates
- Apply adjustments to the rate to reflect differences in taxes paid by commercial versus residential development and policy direction from the City Council.

## Growth-Related Improvement Projects and TIF Costs

Under GMA, the impact fees can be imposed upon new development for public facilities needed to serve new growth. The impact fees' improvements must be reasonably related to the new development. The resulting fees should represent a proportionate share of the costs of the facilities and must be used on facilities that reasonably benefit the new development.

GMA allows the impact fee program to include future growth-related improvements. It also allows for inclusion of costs for previously constructed improvements to the extent the projects serve growth.

The following summarizes the projects and costs included in the City of Marysville 2008 TIF program.

### 2008 Transportation Element Growth-Related Projects

The list of transportation improvement projects (see Tables 7, 8, and 9) recommended in the 2008 Transportation Element needed to support growth forecasts through 2035 was reviewed to identify the projects eligible for inclusion in the Traffic Impact Fee program. These projects were identified as being needed to support growth in the City, as well as regionally generated traffic. These projects primarily included selected new roadways, major widening projects, minor widening improvements, and intersection improvements needed to provide system capacity and maintain the City's LOS standards. Due to the anticipated

annexation of the City’s Urban Growth Area in the next one to two years, the TIF program includes projects that would likely be constructed by the City after annexation. (The growth in the annexation area is also included in the TIF calculation, as described later). The TIF projects do not include improvements that the City expects to fund through other separate developer contributions (frontage improvements, SEPA mitigation, or concurrency requirement). The TIF projects also do not include improvements that only resolve existing deficiencies, such as constructing a missing segment of a sidewalk or resolving a safety problem.

Attachment 1 presents the transportation improvement projects recommended in the 2008 Transportation Element update that are TIF eligible. The attachment also shows the share of the project costs that is TIF eligible. They include projects located within the existing City limits and the UGA. The TIF program would include almost \$429 million of the costs of these projects. The TIF costs include the City’s contribution to two I-5 interchange projects. Of the \$429 million in costs included in the TIF, \$363 million (85%) is for projects within the existing City limits. The other \$66 million covers TIF projects within the City’s UGA.

### Previously Completed Growth-Related Transportation Projects

Over the past several years, the City has constructed several growth-related transportation projects. These improvements have been included in the City’s previous TIF programs and are included in the 2008 update. Table 1 summarizes the improvements and their costs. The four projects total approximately \$20 million.

<b>Project</b>	<b>Description</b>	<b>Project Cost</b>	<b>Notes</b>
State Avenue (Ebey Slough to Grove Street)	Widen lanes (12-ft. outside and 11-ft. inside). Move the traffic signal from 5th Street to 6th Street; and remove left-turn lanes at the intersections of 5th Street and 7th Street	\$9,500,000	Partially funded through 2003 bond
67th Avenue NE and 84th Street NE	Install traffic signal	\$250,000	Project complete
116th St NE (I-5 to State Avenue)	Widen to 5 lanes and add a right-turn lane for eastbound traffic	\$3,018,000	Project complete
State Avenue (116th Street NE to 136th Street NE)	Widen to 3 lanes with curb, gutter and sidewalk on west side, and an 8-ft. shoulder on the east side	\$7,100,000	Project completed and in debt service (3-lane widening only)
<b>Subtotal</b>		<b>\$19,868,000</b>	

### Debt Service Interest

Recently, the City of Marysville has issued two bonds to allow it to advance funding for several growth-related improvements. The interest on these bonds owed by the City is included in the TIF program. The City is paying off two bonds issued in 2003 and 2007. The total interest due for these two bonds is \$6,760,000, as shown on Table 2, is included in the 2008 TIF program.

<b>Bond Year</b>	<b>Total Bond Proceeds</b>	<b>Total Bond Interest</b>
2003	\$3,612,500	\$2,324,500
2007	\$8,045,000	\$4,435,700
<b>Total</b>	<b>\$11,657,500</b>	<b>\$6,760,200</b>

### Summary of Impact Fee Eligible Costs

The total maximum potential impact fee funding is summarized in Table 3. The revised TIF program includes \$455 million in costs through 2035.

	<b>Traffic Impact Fee Eligible Cost</b>
Capital Projects in City	\$363,389,000
Capital Projects in UGA	\$65,169,000
Completed Projects	\$19,868,000
Debt Service Interests	\$6,760,000
<b>Total</b>	<b>\$455,186,000</b>

### Service Areas

As part of the TIF program update, the City evaluated the option of using multiple service areas for its TIF program. A concept of four districts (three within the City and one for the UGA) was evaluated. The analysis showed that the differences between the maximum allowable fee rates for each district were relatively small (within 25% of the average). It was determined that this range did not just justify the application of a multi-service area system.

Because the UGA is expected to be annexed by the City in the near future, the City and its UGA are considered as a single service area for purposes of the 2008 TIF program.

### Maximum Impact Fee Rates

The travel forecasting model was applied to disaggregate the total travel forecasts into existing traffic and growth-related traffic. The model resulted in a forecast of 41,500 new PM peak hour growth trip ends between 2007 and 2035 for the City and its UGA. Of these growth trip ends, approximately 92 percent are within the existing City limits and 8 percent of the growth trips would occur within the UGA.

The model was used to separate the growth traffic into trips that have either an origin or destination within the City and its UGA, versus growth in through traffic. Approximately \$282 million of the TIF eligible cost (60%) was identified as being related to growth trips that have an origin or destination (or both) within the City or its UGA. Growth in regional traffic through the City and its UGA accounted for the remaining \$173 million (40%) of the costs. This reflects the large regional impact of traffic on the Marysville transportation system.

The **Maximum Possible Impact Fee** is calculated by dividing the total TIF cost allocation (\$281,989,000) by the total new PM peak hour trip ends (41,500), resulting in \$6,800 per new PM peak hour growth trip end as shown below.

\$281,989,000 TIF cost share/41,500 PM peak hour growth trips = \$6,800 fee per new PM peak hour growth trip end.

The resulting maximum possible impact fee is **\$6,800 per PM peak hour trip**.

## Impact Fee Adjustments

The City has chosen to adjust the maximum impact fee per new PM peak hour trip. Two adjustments are made. First, an adjustment to the TIF fees is made to account for the higher tax revenues generated by commercial properties compared to residential developments. The second adjustment reduces the overall TIFs based on policy direction to decrease the potential cost share for new developments.

## Tax Revenue Differential

In 2005, the City evaluated the relative tax revenues generated by commercial and residential properties within the City. The results showed that commercial properties generated substantially higher taxes for the City compared to residential properties.

The City updated and refined the evaluation as part of the 2008 Traffic Impact Fee Program. The process takes into account total sales taxes, general property taxes, and real estate excise tax (REET) revenues based on the 2008 budget. The revenues of each of these services were allocated to commercial and residential properties. The total tax revenues for commercial and residential properties were then converted to rates per \$1,000 in assessed valuation and tax revenues per acreage. The two factors were used because they take into account both developed and undeveloped properties.

Ratios of the commercial and residential tax revenues per \$1,000 in assessed valuation and per acre were averaged. The average of the ratios helps balance the impacts of developed and undeveloped properties and the overall higher density of commercial developments.

This process results in a ratio of commercial properties generating 2.84 times the tax revenues of residential properties. To balance this difference, this factor is inverted resulting in the ratio of traffic impact fees for residential development to commercial development being 2.84. Applying this ratio to the \$6,800 maximum trip rate per growth PM peak hour trip end for residential development results in a commercial impact fee rate of \$2,400 per new PM peak hour trip end.

## Impact Fee Discount Adjustment

The City has elected to reduce the maximum allowed impact fee of \$6,800 for residential and \$2,400 for commercial developments. The 2008 discount rate was set at 7 percent,

maintaining the residential rate at the 2007 rate of \$6,300 per new PM peak hour trip end. This results in the commercial rate being \$2,220 per new PM peak hour trip end.

The final proposed impact fee rates based on the 2008 program are:

- Residential \$6,300 per new PM peak hour trip end
- Commercial \$2,220 per new PM peak hour trip end

**Attachment 1. 2008 Transportation Element Growth-Related Projects Included in the TIF**

<b>Project Name</b>	<b>Project Limits</b>	<b>Project Description</b>	<b>Project Cost (\$)<sup>1</sup></b>	<b>TIF Cost<sup>1</sup></b>
Ingraham Blvd	68th Ave NE to 74th Ave NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	\$5,585,239	\$5,585,239
Ingraham Blvd	81st Ave NE to 83rd Ave NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	\$2,057,055	\$2,057,055
40th St NE	83rd Ave NE to SR 9	Construct 4/5 lane arterial including pedestrian facilities.	\$18,000,000	\$18,000,000
Lakewood Triangle Access	Twin Lakes to State Ave	Construct 4/5 lane arterial including bicycle and pedestrian facilities. Project includes I-5 overcrossing at 156th St NE	\$20,169,630	\$20,169,630
51st Ave NE	84th St NE to 88th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	\$3,759,265	\$3,759,265
27th Ave Extension	Twin Lakes to 172nd St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	\$11,828,235	\$11,828,235
156th/152nd St	Smokey Point Blvd to 51st St	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	\$17,821,570	\$17,821,570
44th Street	83rd Ave to East Sunnyside School Road/Densmore Road	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	\$3,137,440	\$3,137,440
Downtown Bypass	State Ave/1st Street to 47th Ave/Sunnyside Blvd	Construct 4/5 lane arterial including pedestrian facilities.	\$31,477,989	\$31,477,989
27th Ave Extension	140th St NE to 156th Ave NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	\$20,692,415	\$20,692,415
156th St NE Extension <sup>2</sup>	31st (SEE 177) to 23rd Ave	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	\$11,233,505	\$5,616,752
67th Ave Connector	67th Ave NE/44th St NE to 71st Ave NE/40th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	\$4,707,459	\$4,707,459
State Avenue	116th St NE to 136th St NE	Widen to 4/5 lane arterial including pedestrian facilities.	\$11,613,030	\$11,613,030
State Avenue <sup>3</sup>	136th St NE to 152nd St NE	Widen to 4/5 lane arterial including pedestrian facilities.	\$10,781,000	\$12,013,000
SR 528	Allen Creek to East of 67th Ave NE	Widen to 4/5 lane arterial including pedestrian facilities.	\$524,000	\$524,000
State Avenue	100th St NE to 116th St NE	Widen to 4/5 lane arterial including pedestrian facilities.	\$17,115,202	\$17,115,202
84th St NE	83rd Ave NE to SR 9	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	\$4,226,820	\$4,226,820

Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>	TIF Cost <sup>1</sup>
Sunnyside Blvd	47th Ave NE to South of 52nd St NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities. Include traffic control and intersection geometry	\$15,540,356	\$15,540,356
88th St NE	State Ave to 51st Ave	Widen to 4/5 lane arterial including pedestrian facilities. Bike lanes may be included in project or along separate but	\$16,765,853	\$16,765,853
88th St NE	51st Ave to 67th Ave	Widen to 4/5 lane arterial including pedestrian facilities. Bike lanes may be included in project or along separate but	\$24,158,966	\$24,158,966
152nd St NE <sup>4</sup>	51st Ave to 67th Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	\$10,803,741	\$7,202,854
51st Ave NE	152nd to 160th	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	\$7,180,407	\$7,180,407
51st Ave NE	160th to Arlington City Limits	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	\$4,265,820	\$4,265,820
172nd St (SR 531)	27th Ave NE to 11th Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	\$11,640,473	\$11,640,473
Ingraham Blvd	74th Ave NE to 81st Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	\$5,250,830	\$5,250,830
40th St NE	Sunnyside Blvd to 83rd Ave NE	Reconstruct and widen to 2/3 lanes, and construct missing segments for 2/3 lane arterial including pedestrian facilities.	\$13,100,000	\$13,100,000
52nd Street	Sunnyside Blvd to 67th St	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$1,529,661	\$1,529,661
51st Ave NE	108th St NE to 136th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$11,977,128	\$11,977,128
51st Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$7,461,724	\$7,461,724
51st Ave NE	136th St NE to 152nd St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$6,979,310	\$6,979,310
67th Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$7,589,140	\$7,589,140
71st Ave NE	Sunnyside Blvd/Soper Hill Road to 40th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$4,588,984	\$4,588,984
E Sunnyside School Road	87th Ave NE to East Sunnyside School Road/Densmore Road	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$588,331	\$588,331
E Sunnyside School Road	East Sunnyside School Road/Densmore Road to SR 9	Reconstruct and widen to 2/3 lane arterial including pedestrian facilities.	\$882,497	\$882,497
Soper Hill Road	71st Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$6,189,983	\$6,189,983

Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>	TIF Cost <sup>1</sup>
Soper Hill Road	83rd Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$3,035,906	\$3,035,906
Sunnyside Blvd	71st Ave NE to 40th St	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$6,983,226	\$6,983,226
Sunnyside Blvd	South of 52nd Ave NE to 40th St	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$4,588,984	\$4,588,984
67th Avenue	44th St NE to SR 528	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	\$7,765,973	\$7,765,973
87th Ave	Soper Hill Rd to 35th St	Reconstruct and widen to 2/3 lane arterial including pedestrian facilities.	\$2,580,630	\$2,580,630
Intelligent Transportation System Program	City-wide	Implement Intelligent Transportation Systems Program to improve signal coordination and management, roadway	\$421,000	\$421,000
Jennings Park Entrance Improvements	Jennings Park Entrance and 53rd Ave NE/SR 528	Realign Jennings Park Entrance driveway with 53rd Ave NE, and install traffic signal when warranted.	\$464,750	\$464,750
172nd St NE & 27th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	\$1,098,487	\$1,098,487
88th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	\$841,789	\$841,789
Grove St & 67th Ave NE	Intersection	Construct turn lane(s).	\$180,534	\$180,534
152nd St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$1,482,790	\$1,482,790
88th St NE & 51st Ave NE	Intersection	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left	\$1,326,341	\$1,326,341
156th St NE & Smokey Point Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$1,384,841	\$1,384,841
116th St NE & State Ave	Intersection	Construct turn lane(s), modify traffic signal, add second WB thru lane, and extend EB right-turn lane.	\$1,517,978	\$1,517,978
88th St NE & 55th Ave NE	Intersection	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left	\$990,288	\$990,288
Grove St & Alder Ave (43rd Ave NE)	Intersection	Install traffic signal.	\$200,000	\$200,000
40th St & Sunnyside Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$893,009	\$893,009
40th St & 71st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$946,088	\$946,088

Project Name	Project Limits	Project Description	Project Cost (\$) <sup>1</sup>	TIF Cost <sup>1</sup>
SR 9 & SR 92	Intersection	Construct turn lane(s) and modify traffic signal. (SEE Project 59)	\$300,000	\$300,000
88th St NE & State Ave	Intersection	Add thru lanes, turn lanes, and modify traffic signal.	\$894,719	\$894,719
SR 528 & State Avenue	Intersection	Construct turn lane(s) and modify traffic signal.	\$1,084,740	\$1,084,740
SR 528 & 47th Ave NE <sup>3</sup>	Intersection	Intersection improvements included as part of an associated roadway widening project.	\$169,000	\$604,000
3rd St & 47th Ave NE <sup>3</sup>	Intersection	Construct turn lane(s) and modify traffic signal.	\$521,000	\$917,000
SR 528 & 83rd Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$1,232,221	\$1,232,221
SR 528 & 87th Ave	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$1,262,641	\$1,262,641
84th Street & State Avenue/Rail Crossing	Intersection	Construct rail crossing at 84th St NE and install traffic signal. Close adjacent rail crossings.	\$2,212,516	\$2,212,516
53rd Ave NE at Sunnyside Blvd	Intersection	Install traffic signal when warranted.	\$503,620	\$503,620
Sunnyside Blvd & 52nd St NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$1,157,059	\$1,157,059
172nd St NE & 19th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$742,784	\$742,784
108th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$923,839	\$923,839
100th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$400,000	\$400,000
116th St NE & 38th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	\$726,404	\$726,404
100th St NE & Shoultes Rd	Intersection	Intersection/operational improvements to be coordinated with State Ave/100th St intersection.	\$380,250	\$380,250
100th St NE & 48th Dr NE	Intersection	Install traffic signal when warranted.	\$464,750	\$464,750
52nd St (Evans Rd) & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$464,750	\$464,750
Soper Hill Rd & Sunnyside Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$1,424,826	\$1,424,826

Project Name	Project Limits	Project Description	Project Cost (\$)¹	TIF Cost¹
Soper Hill Rd & 83rd Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$943,488	\$943,488
164th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	\$1,149,707	\$1,149,707
160th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	\$1,149,707	\$1,149,707
157th St & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	\$1,149,707	\$1,149,707
156th St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	\$1,149,707	\$1,149,707
156th St NE & 152nd St Connector	Intersection	Install traffic signal when warranted per Smokey Point Master Plan.	\$464,750	\$464,750
152nd St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	\$945,939	\$945,939
152nd St NE & 54th/55th Ave	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	\$923,839	\$923,839
1st St & State Ave	Intersection	Construct turn lane(s) and modify traffic signal.	\$606,119	\$606,119
88th St NE & 36th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	\$839,339	\$839,339
108th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	\$1,599,956	\$1,599,956
City Center Access Improvement Projects	City Center	Construct intersection, arterial, or interchange improvements recommended as part of City Center Access Study.	\$20,000,000	\$20,000,000
116th St NE & I-5 SB Ramps <sup>5</sup>	Interchange	Construct single-point urban interchange (SPUI)	\$40,600,000	\$500,000
156th St NE & I-5 Ramps <sup>5</sup>	Interchange	Construct single-point urban interchange (SPUI)	\$40,600,000	\$1,500,000
<b>TOTAL</b>			<b>\$514,913,043</b>	<b>\$428,558,404</b>

1. All costs in 2008 dollars.

2. TIF cost represents the City's share which is estimated at one-half of total project cost. Remaining section of corridor is in Snohomish County

3. 2007 bond proceeds deducted from total project cost in Project Cost column. These costs are accounted for in the bond proceeds in the financial analysis and should not be double-counted. The total project cost (including bond proceeds) can be included in the TIF program, as shown in the TIF Cost column.

4. TIF cost represents the City's share which is estimated at two-third of total project cost. Remaining section of corridor is in Snohomish County

5. TIF cost includes City's share only.

Appendix B: 2007 Existing and  
2035 Plan Traffic  
Operations Summary

**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	STATE AVENUE CORRIDOR										
			2007 Existing				2035 Plan				Channelization Comparison		
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	Revised LOS Standard	Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	2007 Existing	2035 Plan
2035	1st St & State Ave	E	Signal	B	17.8	0.52	E	Signal	C	33	0.85	EB EBL, EBR WB WBL/T/R NB NBL, NBTT/R SB SBL, SBTT/R	EBL, EBTT/R WBL, WBTT/R NBL, NBTT, NBR SBL, SBTT, SBR
2036	3rd St & State Ave	E	Signal	D	37	0.63	E	Signal	C	33.6	0.76	EB EBL, EBT/R WB WBL/T/R NB NBL, NBTT/R SB SBL, SBTT/R	--- --- --- ---
2017	SR 528 & State Ave	Exempted	Signal	C	30.6	0.71	E	Signal	D	41.1	0.77	EB EBL, EBTT/R WB WBL, WBTT/R NB NBL, NBTT/R SB SBL, SBTT/R	EBL, EBTT/R --- NBL, NBTT, NBR ---
2126	6th Ave & State Ave	E	Signal	A	9.7	0.49	E	Signal	B	11.1	0.6	EB EBL/T/R WB WBL/T/R NB NBL, NBTT/R SB SBL, SBTT/R	--- --- --- ---
2031	8th St & State Ave	E	Signal	A	7.5	0.4	E	Signal	B	13.6	0.62	EB EBL/T/R WB WBL/T/R NB NBL, NBTT/R SB SBL, SBTT/R	--- --- --- ---
2012	Grove St & State Ave	E	Signal	C	20.9	0.74	E	Signal	C	31.9	0.94	EB EBL, EBT/R WB WBL, WBTT/R NB NBL, NBTT/R SB SBL, SBTT/R	--- --- --- ---
2030	76th St NE & State Ave	E	Signal	A	9.6	0.61	E	Signal	B	11	0.75	EB --- WB WBL, WBR NB NBTT/R SB SBL, SBTT	--- --- --- ---
2029	80th St NE & State Ave	E	Signal	B	15.3	0.77	E	Signal	C	25.3	0.87	EB EBL, EBT/R WB WBL, WBTT/R NB NBL, NBTT/R SB SBL, SBTT/R	--- --- --- ---
2008	88th St NE & State Ave	Exempted	Signal	E	58.5	0.88	E	Signal	E	63.8	1.04	EB EBL, EBT, EBR WB WBL, WBTT/R NB NBL, NBTT/R SB SBL, SBTT/R	EBL, EBTT, EBR WBL, WBTT/R --- SBL, SBTT, SBR
1030	92nd St NE & State Ave	E	Signal	B	15.3	0.69	E	Signal	C	27.1	0.83	EB EBL/T/R WB WBL/T/R NB NBL, NBTT/R SB SBL, SBTT/R	--- --- --- ---
1029	100th St NE & State Ave	E	Signal	C	20.7	0.48	E	Signal	C	21.7	0.69	EB EBL/T/R WB WBL, WBTT/L, WBR NB NBL, NBTT, NBR SB SBL, SBTT/R	--- --- --- ---
1028	116th St NE & State Ave	E	Signal	D	35.6	0.75	E	Signal	D	51.6	0.95	EB EBL, EBL, EBR WB WBL, WBTT/R NB NBL, NBTT/R SB SBL, SBT, SBR	EBL, EBT, EBR WBL, WBTT/R NBL, NBTT/R SBL, SBTT, SBR
1027	128th St NE & Smokey Point Blvd	E	Signal	B	17.4	0.75	E	Signal	C	34.1	0.86	EB EBL/T/R WB WBL/T/R NB NBL, NBT/R SB SBL, SBT/R	--- WBL, WBTT/R NBL, NBTT/R SBL, SBTT/R
1026	136th St NE & Smokey Point Blvd	E	Signal	C	22.7	0.71	E	Signal	E	63.8	1.02	EB EBL, EBT, EBR WB WBL, WBTT/R NB NBL, NBT, NBR SB SBL, SBT, SBR	--- --- NBL, NBTT/R SBL, SBTT, SBR
1025	152nd St NE & Smokey Point Blvd	E	TWSC	F	77	EB	E	Signal	B	15.4	0.71	EB EBL/T/R WB WBL/T/L, WBR NB NBL, NBT, NBR SB SBL, SBTT/R	EBL, EBT/R WBL, WBTT/R NBL, NBTT/R ---
1024	156th St NE & Smokey Point Blvd	E	PSC	B	14.4	EB	E	Signal	E	57.6	1.06	EB EBL/R WB --- NB NBL, NBTT SB SBL, SBTT/R	EBLL, EBTT/R WBL, WBTT, WBR NBL, NBTT/R SBL, SBTT, SBR
1006	172nd St NE & Smokey Point Blvd	Exempted	Signal	F	150	1.11	D	Signal	F	>100	1.26	EB EBL, EBTT, EBR WB WBL, WBTTT, WBR NB NBL, NBTT, NBR SB SBL, SBTT, SBR	--- --- --- ---

Notes:  
1 Current LOS Standard as understood from City Comprehensive Plan  
2 Level of service, based on 2000 Highway Capacity Manual methodology.  
3 Average delay in seconds per vehicle.  
4 Volume-to-capacity ratio reported for signalized intersections.  
5 Worst movement reported for unsignalized intersections.  
6 N = north, S = south, E = east, W = west; L = left turn lane, R = right turn lane  
T = thru lane, LL = double left turn lanes, TT = two thru lanes  
/ = shared lane, "-" = no change from previous.  
Example: NBL/T/R = shared northbound left/thru/right

**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	2007 Existing				51st AVENUE CORRIDOR				Channelization Comparison													
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	Revised LOS Standard	Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	2007 Existing		2035 Plan										
2055	172nd St NE & 51st Ave NE	Exempted	---	---	---	---	D	Signal	C	28.5	0.87	EB	EBL, EBT/R	EBL, EBTT/R	WB	WBL, WBT/R	WBL, WBTT/R	NB	NBL, NBT, NBR	NBL, NBTT/R	SB	SBL, SBT/R	SBL, SBTT/R	
1051	164th St NE & 51st Ave NE	D	---	---	---	---	D	Signal	A	6.5	0.38	EB	---	EBL, EBT/R	WB	---	WBL, WBT/R	WBL, WBTT/R	NB	---	NBL, NBTT/R	SB	---	SBL, SBTT/R
1052	160th St NE & 51st Ave NE	D	---	---	---	---	D	Signal	B	16.7	0.67	EB	---	EBL, EBT/R	WB	---	WBL, WBT/R	WBL, WBTT/R	NB	---	NBL, NBTT/R	SB	---	SBL, SBTT/R
1053	47th Ave NE/157th St NE & 51st Ave NE	D	---	---	---	---	D	Signal	A	7.7	0.54	EB	---	EBL, EBT/R	WB	---	WBL, WBT/R	WBL, WBTT/R	NB	---	NBL, NBTT/R	SB	---	SBL, SBTT/R
1017	152nd St NE & 51st Ave NE	D	AWSC	B	12.4	NB	D	Signal	D	35.2	0.79	EB	EBL/T/R	EBL, EBTT, EBR	WB	WBL/T/R	WBL, WBT, WBR	NB	NBL/T/R	NBL, NBTT/R	SB	SBL/T/R	SBL, SBT, SBR	
1018	136th St NE & 51st Ave NE	D	AWSC	E	49.9	NB	D	Signal	D	38	1.06	EB	EBL/R	EBL, EBR	WB	---	WBL/T/R	WBL, WBTT/R	NB	NBT/L	NBL, NBT	SB	SBT, SBR	---
1019	122nd PI NE & 51st Ave NE	D	PSC	C	22.3	EB	D	Signal	D	43	1.07	EB	EBL/R	EBL/R	WB	---	---	---	NB	NBT/L	NBL, NBT	SB	SBT/R	---
1020	108th St NE & 51st Ave NE	D	Roundabout	A	7.4	0.73	D	Signal	C	20.5	0.74	EB	EBL/T/R	EBL, EBT/R	WB	WBL/T/R	WBL, WBT, WBR	NB	NBL/T/R	NBL, NBT/R	SB	SBL/T/R	SBL, SBT, SBR	
1021	100th St NE & 51st Ave NE	D	AWSC	E	43.2	EB	D	Signal	C	26.6	0.83	EB	EBL/T/R	EBL, EBT/R	WB	WBL/T/R	WBL, WBT/R	NB	NBL/T/R	NBL, NBT/R	SB	SBL/T/R	SBL, SBT/R	
1022	88th St NE & 51st Ave NE	D	AWSC	F	114.8	EB	D	Signal	D	42.2	0.99	EB	EBTL	EBL, EBTT/R	WB	WBT/R	WBL, WBTT, WBR	NB	---	NBL, NBT/R	SB	SBL/R	SBL, SBT/R	
1023	72nd St NE (Grove St) & 51st Ave NE	D	Signal	B	16.9	0.67	D	Signal	C	21.1	0.75	EB	EBL, EBT/R	---	WB	WBL, WBT/R	---	NB	NBL, NBT, NBR	---	SB	SBL, SBT, SBR	---	

Notes:  
1 Current LOS Standard as understood from City Comprehensive Plan  
2 Level of service, based on 2000 Highway Capacity Manual methodology.  
3 Average delay in seconds per vehicle.  
4 Volume-to-capacity ratio reported for signalized intersections.  
5 Worst movement reported for unsignalized intersections.  
6 N = north, S = south, E = east, W = west, L = left turn lane, R = right turn lane  
T = thru lane, LL = double left turn lanes, TT = two thru lanes  
/ = shared lane, "—" = no change from previous.  
Example: NBL/T/R = shared northbound left/thru/right

**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	67th AVENUE CORRIDOR										Channelization Comparison			
			2007 Existing				Revised LOS Standard	2035 Plan				2007 Existing		2035 Plan		
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>		Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>					
1009	172nd St NE & 67th Ave NE	Exempted	Signal	B	19.2	0.73	D	Signal	D	51	1.04	EB	EBL, EBT, EBR	EBL, EBTT, EBR		
												WB	WBL, WBT/R	WBL, WBTT/R		
												NB	NBL, NBT/R	NBL, NBT, NBR		
												SB	SBL, SBT/R	SBL, SBT, SBR		
1010	152nd St NE & 67th Ave NE	E	PSC	C	16.2	EB	D	Signal	D	45.2	0.97	EB	EBL/R	EBL, EBR		
												WB	---	---		
												NB	NBT/L	NBL, NBT		
												SB	SBT/R	SBT/R		
1011	132nd St NE & 67th Ave NE	E	PSC	B	11.8	EB	D	Signal	C	32.5	0.9	EB	EBL/R	EBL, EBR		
												WB	---	---		
												NB	NBT/L	NBL, NBT		
												SB	SBT/R	---		
1012	108th St NE & 67th Ave NE	E	AWSC	C	15.9	SB	D	Signal	C	28.2	0.93	EB	EBL/T/R	EBL, EBT/R		
												WB	WBL/T/R	WBL, WBTT/R		
												NB	NBL, NBT/R	---		
												SB	SBL, SBT/R	---		
1013	100th St NE & 67th Ave NE	E	AWSC	C	16.9	SB	D	Signal	C	27.7	0.9	EB	EBL/T/R	EBL, EBT/R		
												WB	WBL/T/R	WBL, WBTT/R		
												NB	NBL, NBT/R	---		
												SB	SBL/T/R	SBL, SBT/R		
1014	88th St NE & 67th Ave NE	E	Signal	B	14.1	0.53	D	Signal	D	48.2	0.98	EB	EBL, EBT, EBR	EBL, EBTT, EBR		
												WB	WBL, WBT, WBR	WBL, WBTT, WBR		
												NB	NBL, NBT, NBR	NBL, NBT, NBR		
												SB	SBL, SBT, SBR	SBL, SBT, SBR		
1015	84th St NE & 67th Ave NE	E	Signal	B	14.5	0.6	D	Signal	B	17	0.7	EB	---	---		
												WB	WBL, WBR	---		
												NB	NBT, NBR	---		
												SB	SBL, SBT	---		
1016	76th St NE (Grove St) & 67th Ave NE	E	Signal	C	20.9	0.85	D	Signal	C	27.2	0.84	EB	EBL, EBT/R	EBL, EBT, EBR		
												WB	WBL, WBT/R	---		
												NB	NBL, NBT/R	---		
												SB	SBL, SBT, SBR	---		
2019	SR 528 & 67th Ave NE	Exempted	Signal	C	21.6	0.69	E	Signal	D	51.7	0.97	EB	EBL, EBTT/R	EBL, EBTT, EBR		
												WB	WBL, WBT, WBR	WBL, WBTT/R		
												NB	NBL, NBT/R	---		
												SB	SBL, SBT/R	---		
1043	52nd St (Evans Rd) & 67th Ave NE	D	AWSC	B	13.9	EB	D	Signal	D	45.7	1.13	EB	EBL/T/R	EBL, EBT/R		
												WB	WBL/T/R	WBL, WBTT/R		
												NB	NBL/T/R	NBL, NBT/R		
												SB	SBL/T/R	SBL, SBT/R		

Notes:  
1 Current LOS Standard as understood from City Comprehensive Plan  
2 Level of service, based on 2000 Highway Capacity Manual methodology.  
3 Average delay in seconds per vehicle.  
4 Volume-to-capacity ratio reported for signalized intersections.  
5 Worst movement reported for unsignalized intersections.  
6 N = north, S = south, E = east, W = west, L = left turn lane, R = right turn lane  
T = thru lane, LL = double left turn lanes, TT = two thru lanes  
/ = shared lane, "—" = no change from previous.  
Example: NBL/T/R = shared northbound left/thru/right

**Appendix B**  
**City of Marysville Transportation Element 2008**  
**2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	172nd STREET CORRIDOR (SR 531)										
			2007 Existing				2035 Plan				Channelization Comparison		
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	Revised LOS Standard	Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	2007 Existing	2035 Plan
1001	172nd St NE & 11th Ave NE	Exempted	TWSC	C	23.9	SB	D	TWSC	C	16.8	SB	EB EBL/T/R	EBL, EBTT/R
												WB WBL, WBT/R	WBL, WBTT/R
												NB NBL/T/R	---
												SB SBL/T/R	---
1002	172nd St NE & 19th Ave NE	Exempted	PSC	D	25.5	SB	D	Signal	A	7.8	0.54	EB EBTL	EBL, EBTT
												WB WBT/R	WBTT/R
												NB ---	---
												SB SBL/R	---
1003	172nd St NE & 27th Ave NE	Exempted	Signal	D	37.3	0.68	D	Signal	D	54	0.88	EB EBL, EBTT/R	EBL, EBTT, EBR
												WB WBL, WBT/R	WBL, WBTT, WBR
												NB NBT/L, NBR	NBL, NBT, NBR
												SB SBL/T/R	SBL, SBT/R
												EB EBTT, EBR	---
1004	172nd St NE & I-5 SB Ramps	Exempted	Signal	C	23.7	0.68	D	Signal	C	20	0.76	WB WBL, WBTT	WBTT, WBR
												NB ---	---
												SB SBT/L, SBR	SBL, SBT/L, SBR
												EB EBL, EBT	EBL, EBTT
1005	172nd St NE & I-5 NB Ramps	Exempted	Signal	E	70.2	1.14	D	Signal	E	58.4	1.07	WB WBTT, WBR	---
												NB NBL, NBT/L, NBR	NBL, NBL/T/R, NBR
												SB ---	---
												EB EBL, EBTT, EBR	---
1006	172nd St NE & Smokey Point Blvd	Exempted	Signal	F	150	1.11	D	Signal	F	>100	1.26	WB WBL, WBTT, WBR	---
												NB NBL, NBT, NBR	---
												SB SBL, SBTT, SBR	---
												EB EBL, EBT	EBL, EBTT/R
1007	172nd St NE & 43rd Ave NE	Exempted	PSC	E	40	SB	D	Signal	E	79.8	1.8	WB WBT/R	WBL, WBTT/R
												NB ---	NBL, NBT/R
												SB SBL/R	SBL/T/R
												EB EBL, EBTT/R	EBL, EBTT/R
2055	172nd St NE & 51st Ave NE	Exempted	---	---	---	---	D	Signal	C	28.5	0.87	WB WBL, WBT/R	WBL, WBTT/R
												NB NBL, NBT, NBR	NBL, NBT/R
												SB SBL, SBT/R	SBL, SBTT/R
												EB EBL, EBTT/R	EBL, EBTT/R
1008	172nd St NE & 59th Ave NE	Exempted	Signal	C	31.8	0.83	D	Signal	E	74.3	1.06	WB WBL, WBT/R	WBL, WBTT/R
												NB NBL, NBT/R	NBL, NBT, NBR
												SB SBL, SBT/R	SBL, SBT, SBR
												EB EBL, EBT, EBR	EBL, EBTT, EBR
1009	172nd St NE & 67th Ave NE	Exempted	Signal	B	19.2	0.73	D	Signal	D	51	1.04	WB WBL, WBT/R	WBL, WBTT/R
												NB NBL, NBT/R	NBL, NBT, NBR
												SB SBL, SBT/R	SBL, SBT, SBR

Notes:  
1 Current LOS Standard as understood from City Comprehensive Plan  
2 Level of service, based on 2000 Highway Capacity Manual methodology.  
3 Average delay in seconds per vehicle.  
4 Volume-to-capacity ratio reported for signalized intersections.  
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**Appendix B**  
**City of Marysville Transportation Element 2008**  
**2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	156th STREET / 152nd STREET CORRIDOR										Channelization Comparison	
			2007 Existing				Revised LOS Standard	2035 Plan				2007 Existing	2035 Plan	
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>		Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>			
1050	156th St NE & I-5 Ramps	Exempted	---	---	---	---	D	Signal	C	34.5	0.84	EB	---	EBLL, EBTT, EBR
												WB	---	WBLL, WBTT, WBR
												NB	---	NBLL, NBR
												SB	---	SBLL, SBR
1024	156th St NE & Smokey Point Blvd	E	PSC	B	14.4	EB	E	Signal	E	57.6	1.06	EB	EBL/R	EBLL, EBTT/R
												WB	---	WBLL, WBTT, WBR
												NB	NBL, NBTT	NBLL, NBTT/R
												SB	SBTT/R	SBLL, SBTT, SBR
1025	152nd St NE & Smokey Point Blvd	E	TWSC	F	77	EB	E	Signal	B	15.4	0.71	EB	EBL/T/R	EBL, EBT/R
												WB	WBT/L, WBR	WBL, WBT/R
												NB	NBL, NBT, NBR	NBL, NBTT/R
												SB	SBL, SBTT/R	---
1056	152nd St NE & 43rd Ave NE	D	---	---	---	---	D	AWSC	B	11.2	WB	EB	---	EBL, EBT
												WB	---	WBT/R
												NB	---	---
												SB	---	SBL/R
1054	156th St NE & 43rd Ave NE	D	---	---	---	---	D	Signal	C	24.5	0.89	EB	---	EBL, EBTT/R
												WB	---	WBL, WBTT/R
												NB	---	NBL, NBTT/R
												SB	---	SBL, SBT, SBR
1055	156th St NE & 152nd St NE	D	---	---	---	---	D	Signal	A	9.3	0.51	EB	---	EBTT/R
												WB	---	WBL, WBTT
												NB	---	NBL/R
												SB	---	---
1017	152nd St NE & 51st Ave NE	D	AWSC	B	12.4	NB	D	Signal	D	35.2	0.79	EB	EBL/T/R	EBL, EBTT, EBR
												WB	WBL/T/R	WBL, WBT, WBR
												NB	NBL/T/R	NBLL, NBTT/R
												SB	SBL/T/R	SBL, SBT, SBR
1057	152nd St NE & 54th/55th	D	---	---	---	---	D	Signal	B	16.5	0.85	EB	---	EBL, EBT
												WB	---	WBT/R
												NB	---	---
												SB	---	SBL, SBR
1010	152nd St NE & 67th Ave NE	E	PSC	C	16.2	EB	D	Signal	D	45.2	0.97	EB	EBL/R	EBL, EBR
												WB	---	---
												NB	NBT/L	NBL, NBT
												SB	SBT/R	SBT/R

**Notes:**  
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<sup>2</sup> Level of service, based on 2000 Highway Capacity Manual methodology.  
<sup>3</sup> Average delay in seconds per vehicle.  
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<sup>5</sup> Worst movement reported for unsignalized intersections.  
<sup>6</sup> N = north, S = south, E = east, W = west, L = left turn lane, R = right turn lane  
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**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	116th STREET CORRIDOR											
			2007 Existing				2035 Plan				Channelization Comparison			
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	Revised LOS Standard	Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	2007 Existing	2035 Plan	
1032	116th St NE & Quil Ceda	D	Signal	B	18.4	0.36	D	Signal	D	50.7	0.73	EB	EBL, EBTT/R	---
												WB	WBLL, WBT, WBR	---
												NB	NBL, NBT, NBRR	---
												SB	SBL, SBT/R	---
1033	116th St NE & I-5 SB Ramps	Exempted	Signal	B	17.1	0.54	D	Signal	D	52	0.99	EB	EBT, EBR	EBLL, EBTT, EBR
												WB	WBL, WBT	WBLL, WBTT, WBR
												NB	---	NBLL, NBR
												SB	SBL, SBT/R	SBLL, SBR
1034	116th St NE & I-5 NB Ramps	Exempted	Signal	C	30.8	0.66	---	---	---	---	---	EB	EBL, EBT	SEE SB Ramps
												WB	WBT, WBR	SEE SB Ramps
												NB	NBT/L, NBR	SEE SB Ramps
												SB	---	SEE SB Ramps
1035	116th St NE & 38th Ave NE	D	Signal	B	10.1	0.41	D	Signal	D	41.5	0.89	EB	EBL, EBTT/R	EBL, EBTT/R
												WB	WBL, WBTT, WBR	WBLL, WBTTT/R
												NB	NBL/T/R	NBL, NBT/R
												SB	SBL, SBT/L, SBR	---
1028	116th St NE & State Ave	E	Signal	D	35.6	0.75	E	Signal	D	51.6	0.95	EB	EBL, EBT/L, EBR	EBL, EBT, EBR
												WB	WBL, WBT/R	WBLL, WBTT/R
												NB	NBL, NBT/R	NBLL, NBTT/R
												SB	SBL, SBT, SBR	SBLL, SBTT, SBR

Notes:  
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**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	100th STREET CORRIDOR								Channelization Comparison			
			2007 Existing				2035 Plan				2007 Existing		2035 Plan	
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	Revised LOS Standard	Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>			
1029	100th St NE & State Ave	E	Signal	C	20.7	0.48	E	Signal	C	21.7	0.69	EB	EBL/T/R	---
												WB	WBL, WBT/L, WBR	---
												NB	NBL, NBT, NBR	---
												SB	SBL, SBTT/R	---
												EB	EBT/R	---
1037	100th St NE & 48th Dr NE	D	AWSC	C	19	EB	D	Signal	C	20.2	0.62	WB	WBT/L	---
												NB	NBL/R	---
												SB	---	---
												EB	EBL/T/R	---
												WB	WBL/T/R	---
1021	100th St NE & 51st Ave NE	D	AWSC	E	43.2	EB	D	Signal	C	26.6	0.83	NB	NBL, NBT/R	---
												SB	SBL, SBT/R	---
												EB	EBL, EBT/R	---
												WB	WBL, WBT/R	---
												NB	NBL, NBT/R	---
1013	100th St NE & 67th Ave NE	E	AWSC	C	16.9	SB	D	Signal	C	27.7	0.9	NB	NBL, NBT/R	---
												SB	SBL, SBT/R	---
												EB	EBL, EBT/R	---
												WB	WBL, WBT/R	---
												NB	NBL, NBT/R	---

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**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	88th STREET / 84th STREET CORRIDOR										Channelization Comparison	
			2007 Existing				Revised LOS Standard	2035 Plan				2007 Existing	2035 Plan	
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>		Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>			
2114	88th St NE & 27th Ave NE	Exempted	AWSC	B	12.9	NB	D	Signal	D	45	0.88	EB --- WB WBL, WBR NB NBT/R SB SBT/L	EBL, EBT/R WBL, WBT/R NBL, NBT/R SBL, SBT/R	
2115	88th St NE & 31st Ave NE	Exempted	Signal	A	4.9	0.42	D	Signal	C	25.2	1.02	EB EBL, EBT WB WBT, WBRR NB --- SB SBLL, SBR	--- --- --- ---	
2113	88th St NE & I-5 SB Ramp	Exempted	Signal	C	22.3	0.5	D	Signal	B	18.1	0.73	EB EBTT/R, EBR WB WBL, WBTT NB --- SB SBT/L, SBR	EBLL, EBTT, EBR WBL, WBTT, WBR NBLL, NBR SBLL, SBR	
2085	88th St NE & I-5 NB Ramp	Exempted	Signal	C	34.8	0.77	D	---	---	---	---	EB EBL, EBTT WB WBTT/R NB NBL, NBT/L, NBR SB ---	SEE SB Ramps SEE SB Ramps SEE SB Ramps SEE SB Ramps	
2117	88th St NE & 36th Ave NE	Exempted	Signal	B	16.1	0.53	D	Signal	C	34.4	0.89	EB EBL, EBTT/R WB WBL, WBTT/R NB NBL, NBT/R SB SBL, SBT/R	EBL, EBTT, EBR WBL, WBTT, WBR --- ---	
2008	88th St NE & State Ave	Exempted	Signal	E	58.5	0.88	E	Signal	E	63.8	1.04	EB EBL, EBT, EBR WB WBL, WBT/R NB NBL, NBTT/R SB SBL, SBTT/R	EBL, EBTT, EBR WBL, WBTT/R --- SBL, SBTT, SBR	
1022	88th St NE & 51st Ave NE	D	AWSC	F	114.8	EB	D	Signal	D	42.2	0.99	EB EBT/L WB WBT/R NB --- SB SBL/R	EBL, EBTT/R WBL, WBTT, WBR NBL, NBT/R SBL, SBT/R	
1038	88th St NE & 55th Ave NE	D	AWSC	E	47	EB	D	Signal	D	47.9	0.99	EB EBL/T/R WB WBL/T/R NB NBL/T/R SB SBL/T/R	EBL, EBTT WBL, WBTT/R --- ---	
1014	88th St NE & 67th Ave NE	E	Signal	B	14.1	0.53	D	Signal	D	48.2	0.98	EB EBL, EBT, EBR WB WBL, WBT, WBR NB NBL, NBT, NBR SB SBL, SBT, SBR	EBL, EBTT, EBR WBL, WBTT, WBR NBLL, NBT, NBR SBLL, SBT, SBR	
1015	84th St NE & 67th Ave NE	E	Signal	B	14.5	0.6	D	Signal	B	17	0.7	EB --- WB WBL, WBR NB NBT, NBR SB SBL, SBT	--- --- --- ---	
1041	84th St NE & SR 9	Exempted	Signal	C	28.7	0.72	D	Signal	F	>100	1.27	EB EBL, EBT/R WB WBL, WBT/R NB NBL, NBT, NBR SB SBL, SBT/R	EBL, EBT, EBR WBL, WBT, WBR --- SBL, SBT, SBR	

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Example: NBL/T/R = shared northbound left/thru/right

**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	72nd STREET CORRIDOR									Channelization Comparison			
			2007 Existing				Revised LOS Standard	2035 Plan				2007 Existing		2035 Plan	
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>		Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>				
2012	Grove St & State Ave	E	Signal	C	20.9	0.74	E	Signal	C	31.9	0.94	EB	EBL, EBT/R	---	
												WB	WBL, WBT/R	---	
												NB	NBL, NBT/R	---	
												SB	SBL, SBTT/R	---	
												EB	EBL, EBT/R	---	
1039	72nd St NE & 43rd Ave NE	D	TWSC	E	46.2	SB	D	Signal	A	8.2	0.56	WB	WBL, WBT/R	---	
												NB	NBL, NBT/R	---	
												SB	SBL, SBT/R	---	
												EB	EBL, EBT/R	---	
												WB	WBL, WBT/R	---	
1040	72nd St NE (Grove St) & 47th Ave NE	D	Signal	B	19.1	0.74	D	Signal	C	22.5	0.75	NB	NBL, NBT/R	---	
												SB	SBL, SBT/R	---	
												EB	EBL, EBT/R	---	
												WB	WBL, WBT/R	---	
												NB	NBL, NBT/R	---	
1023	72nd St NE (Grove St) & 51st Ave NE	D	Signal	B	16.9	0.67	D	Signal	C	21.1	0.75	NB	NBL, NBT, NBR	---	
												SB	SBL, SBT, SBR	---	
												EB	EBL, EBT/R	---	
												WB	WBL, WBT/R	---	
												NB	NBL, NBT, NBR	---	

**Notes:**  
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**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	4th STREET CORRIDOR (SR 528)								Channelization Comparison		
			2007 Existing				Revised LOS Standard	2035 Plan				2007 Existing	2035 Plan
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>		Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>		
2129	SR 528 & 27th Ave NE	Exempted	Signal	C	21.7	0.69	E	Signal	C	34.5	0.93	EB  EBL, EBTT/R WB  WBL, WBT, WBR NB  NBL/T/R SB  SBT/L, SBR	---
2103	31st Ave NE & SR 528	Exempted	Signal	B	12.6	0.5	E	Signal	B	15.9	0.66	EB  EBL, EBTT/R WB  WBL, WBTT/R NB  NBL, NBT/R SB  SBT/L, SBR	---
2102	SR 528 & 33rd Ave NE	Exempted	Signal	C	20.8	0.39	E	Signal	C	20.3	0.46	EB  EBL, EBTT/R WB  WBL, WBTT/R NB  NBL, NBR SB  SBL, SBLT/R	---
2050	SR 528 & I-5 SB Ramp	Exempted	Signal	D	41.5	0.77	E	Signal	E	77	0.94	EB  EBT, EBR WB  WBL, WBT NB  --- SB  SBT/L, SBR	---
2015	SR 528 & I-5 NB Ramp	Exempted	Signal	C	32.4	0.76	E	Signal	F	>100	1.36	EB  EBL, EBT WB  WBTT/R NB  NBL, NBT/R, NBR SB  ---	---
2138	SR 528 & Beach Ave	Exempted	TWSC	C	23.9	NB	E	TWSC	E	47.9	NB	EB  EBTT/R WB  WBTT/R NB  NBR SB  SBR	---
2016	SR 528 & Cedar Ave	Exempted	Signal	C	23.6	0.7	E	Signal	C	31	0.76	EB  EBL, EBTT/R WB  WBL, WBTT/R NB  NBL, NBTT/R SB  SBL, SBT, SBR	---
2141	SR 528 & Delta Ave	Exempted	TWSC	B	12	NB	E	TWSC	B	13.8	EBL	EB  EBL, EBTT/R WB  WBTT/R NB  NBR SB  SBR	---
2017	SR 528 & State Ave	Exempted	Signal	C	30.6	0.71	E	Signal	D	41.1	0.77	EB  EBL, EBTT/R WB  WBL, WBTT/R NB  NBL, NBTT/R SB  SBL, SBTT/R	EBL, EBTT/R
2018	SR 528 & 47th Ave NE	Exempted	Signal	C	33.3	0.9	E	Signal	E	79.7	1.08	EB  EBL, EBT, EBR WB  WBL, WBT/R NB  NBL, NBT/R SB  SBL, SBT/R	EBL, EBTT/R WBL, WBTT/R
1042	SR 528 & 58th Dr NE	Exempted	TWSC	C	21	SB	E	TWSC	C	18.5	SB	EB  EBL, EBT WB  WBTT/R NB  --- SB  SBL/R	EBL, EBTT
2111	SR 528 & 60th Dr NE	Exempted	Signal	A	8.2	0.59	E	Signal	B	11.6	0.7	EB  EBL, EBTT WB  WBT/R NB  --- SB  SBL, SBR	WBTT/R
2019	SR 528 & 67th Ave NE	Exempted	Signal	C	21.6	0.69	E	Signal	D	51.7	0.97	EB  EBL, EBTT/R WB  WBL, WBT, WBR NB  NBL, NBT/R SB  SBL, SBT/R	EBL, EBTT, EBR WBL, WBTT/R
2032	SR 528 & 83rd Ave NE	Exempted	TWSC	D	34.9	NB	E	Signal	C	32.7	0.91	EB  EBL, EBT, EBR WB  WBL, WBR NB  NBL/T/R SB  SBL/T/R	WBL, WBT, WBR NBL, NBT/R SBL, SBT, SBR
2068	SR 528 & 87th Ave	Exempted	PSC	C	17.4	NB	E	Signal	C	20.8	0.61	EB  EBT/R WB  WBL NB  NBL/R SB  ---	EBL, EBTT, EBR WBL, WBT, WBR NBL/T/R SBL, SBT/L, SBR

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**Appendix B  
City of Marysville Transportation Element 2008  
2007 Existing and 2035 Plan Traffic Operations Summary**

Synchro ID	Intersection	LOS Standard <sup>1</sup>	MISCELLANEOUS STUDY INTERSECTIONS											
			2007 Existing				2035 Plan				Channelization Comparison			
			Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	Revised LOS Standard	Control Type	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C <sup>4</sup> or WM <sup>5</sup>	2007 Existing	2035 Plan	
2020	40th St NE & 83rd Ave NE	---	---	---	---	---	D	Signal	B	13.4	0.56	EB	EBL/T/R	EBL, EBT/R
												WB	WBL/T/R	WBL, WBT, WBR
												NB	NBL/T/R	NBL, NBT/R
												SB	SBL/T/R	SBL, SBT/R
2021	3rd St & 47th Ave NE	D	AWSC	F	70.7	EB	D	Signal	A	7.3	0.39	EB	EBL/T/R	EBL, EBT, EBR
												WB	WBT/L, WBR	WBL, WBT, WBR
												NB	NBT/L, NBR	NBL, NBT/R
												SB	SBL, SBT/R	SBL, SBT, SBR
2148	74th St & 27th Ave NE	D	AWSC	B	12.3	NB	D	Signal	A	5.7	0.5	EB	EBL/T/R	---
												WB	WBL/T/R	---
												NB	NBL/T/R	---
												SB	SBL/T/R	---
1031	136th St NE & 34th Ave NE	D	Signal	B	14.1	0.74	D	Signal	C	24.6	0.89	EB	EBT, EBR	---
												WB	WBL, WBT	---
												NB	NBL, NBR	---
												SB	---	---
1044	40th St & Sunnyside Blvd	D	PSC	B	10.3	WB	D	Signal	B	11.5	0.8	EB	---	---
												WB	WBL/R	---
												NB	NBT/R	---
												SB	SBT/L	SBL, SBT
1045	40th St & 71st Ave NE	D	TWSC	A	9.4	EB	D	Signal	B	17.6	0.78	EB	EBL/T/R	EBL, EBT/R
												WB	WBL/T/R	WBL, WBT/R
												NB	NBL/T/R	NBL, NBT/R
												SB	SBL/T/R	SBL, SBT/R
1046	Soper Hill Rd & Sunnyside Blvd	D	AWSC	B	11.1	NB	D	Signal	D	47.9	1	EB	EBL/T/R	EBL, EBT/R
												WB	WBL/T/R	WBL, WBT/R
												NB	NBL, NBR	NBL, NBT/R
												SB	SBL/T/R	SBL, SBT/R
1047	Soper Hill Rd & 83rd Ave NE	D	TWSC	C	16.8	SB	D	Signal	B	19.6	0.83	EB	EBL/T/R	EBL, EBT/R
												WB	WBL/T/R	WBL, WBT/R
												NB	NBL/T/R	NBL, NBT/R
												SB	SBL/T/R	SBL, SBT/R
1048	Soper Hill Rd & SR 9	Exempted	Signal	B	13.9	0.76	D	Signal	E	62.5	1.03	EB	EBT/L, EBR	EBL, EBT, EBR
												WB	WBL/T/R	WBL, WBT/R
												NB	NBL, NBT/R	NBL, NBT/R
												SB	SBL, SBT, SBR	SBL, SBT, SBR

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## MARYSVILLE PLANNING COMMISSION

April 8, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the April 8, 2008 Meeting of the Marysville Planning Commission to order at 7:07 p.m., noting the excused absence of Becky Foster.

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Deidre Kvangnes, Steve Leifer, Toni Mathews

**Staff:** Gloria Hirashima, *Community Development Director*, John Cowling, *Engineering Services Manager*, Jeff Massie, *Assistant City Engineer*, Amy Hess, *Recording Secretary*

**Absent:** Becky Foster

### APPROVAL OF MINUTES:

March 25, 2008

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

### PUBLIC HEARING:

None

### NEW BUSINESS:

#### Transportation Element Update

Larry Toedli, Principal from The Transpo Group, was introduced by John Cowling. Mr. Toedli gave a quick background on the Transpo Group and his history with the Company. He invited the Commissioners to question him at any point throughout his presentation.

He began by highlighting the Key Goals of the Transportation Element Update and the studies used to identify conditions to be addressed by the Update. The year 2035 was used as the horizon year for the studies conducted by Transpo Group.

Chairman Muller questioned if the extension of 51<sup>st</sup> in the Alternative Evaluation would alleviate any of the traffic concerns on State Ave. Mr. Toedli replied that it minimally impacted traffic on State.

Chairman Muller questioned where pedestrian traffic would be encouraged and where it might be discouraged, also if certain corridors should be constructed to maintain higher speeds, have fewer access points and little pedestrian traffic. Mr. Toedli responded that he would be getting into that in further examples and alternatives.

Commissioner Leifer asked for clarification of some of the improvement proposals and how they would function alternating from five lanes to three lanes and back to five again. Mr. Toedli addressed these concerns based on the volumes in the mornings and in the evening commutes and stated that these proposals would still function efficiently. Does this consider the plan to expand the 116<sup>th</sup> improvements? Mr. Toedli responded that it was needed regardless of if this project was completed or not. Mr. Cowling explained that Tulalip was currently searching for funding for this project.

Commissioner Leifer questioned priority of pedestrian access and how it affects the traffic flow. Mr. Cowling responded that it depends on the time of day and location as to how this is addressed. Basically, right now, he moves cars first, pedestrians second. However, this can be changed on a case by case basis if necessary.

Commissioner Leifer questioned mass transit and the computations on per capita job ratios between current and forecasted numbers and how necessary mass transit improvements are. Mr. Toedli gave some statistics on the current rate of employment in the city and that of the future.

Chairman Muller asked where the commuter says enough is enough. Mr. Toedli responded that people make this decision every day based on the routes they choose to take.

Commissioner Andes questioned the time frame used in these studies. Mr. Toedli explained that they are mostly based on weekday, peak morning and evening volumes. He explained that weekends were not really considered in this study. Mr. Cowling explained that Larry was asked to prepare a proposal with evening commute as the main factor. There was discussion about how the rail road would affect these proposals. Commissioner Leifer questioned how impact fees might change and which projects would be part of impact fees.

### **Impact Fee Reports, 2005-2007**

Ms. Hirashima gave a brief overview of the Impact Fee Reports. Commissioner Leifer questioned whether or not there is time frame on when these had to be

finished. Ms. Hirashima gave an approximate date of a May Hearing and by June going to Council. Chairman Muller questioned if the Commission can recommend a transportation tax, Ms. Hirashima said she thought that would have to go out to vote. Mr. Muller stated that the problem is that the impact fees are not going to cover the costs; Ms. Hirashima concurred and gave statistics from the report supporting this statement.

Jeff Massie discussed options, such as a \$20 a year vehicle licensing fee, which had been brought up by a group of Public Works Employees from around the county. This could be enacted without a public vote. Further discussion was had about possible ways to raise the money and mitigate the traffic problems in the City.

**ADJOURNMENT:**

**Motion** made by Commissioner Kvangnes to adjourn the meeting, seconded by Commissioner Mathews. Motion carries unanimously, (5-0). Meeting adjourned at 9:25p.m.

**NEXT MEETING:**

April 22, 2008

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Amy Hess, Recording Secretary



## MARYSVILLE PLANNING COMMISSION

July 22, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the July 22<sup>nd</sup>, 2008 Meeting of the Marysville Planning Commission to order at 7:00 p.m. The following staff and commissioners were present:

**Chairman:** Steve Muller

**Commissioners:** Becky Foster, Deirdre Kvangnes, Jerry Andes, Steve Leifer, Toni Mathews, Michael Stevens

**Staff:** Community Development Director Gloria Hirashima, Associate Planner Libby Grage, City Engineer John Cowling, Traffic Engineer John Tatum, Recording Secretary Amy Hess

**Also Present:** Larry Toedli from *The Transpo Group*

**Absent:** None

### APPROVAL OF MINUTES:

June 10, 2008

**Motion** made by Commissioner Stevens, seconded by Commissioner Kvangnes to approve the June 10, 2008 meeting minutes as presented. Motion carries, (7-0).

### PUBLIC HEARING:

None

### NEW BUSINESS:

#### Transportation Plan:

John Tatum began with the Finance portion of the Transportation Element Update. He explained that his intent was to cover finance tonight, focusing on the traffic impact fee. He explained the map that Transpo had provided which included all of

the new routes, major widenings, minor widenings, and interchanges. He stated that this map was a good overview and gave a good idea of the impact these developments might have. Mr. Tatum explained how the financing plan had been developed and the components of the total cost as well as maintenance fees that would be necessary.

Next he went into the Traffic Impact Fee Program Update and explained that they had gone out to 2035 as a horizon timeline for growth forecast. He explained that there were multiple fee methods explored. Chairman Muller questioned whether or not we could get funding from other cities whose residents travel through Marysville to get to the I-5 corridor. Community Development Director Hirashima explained that they had discussed entering into inter-local agreements with surrounding cities to collect impact fees and whether or not this would be equitable. Ms. Hirashima stated that it becomes too additive. She stated that the only way to collect fees from other jurisdictions other than through inter-local agreements would be to negotiate through their SEPA process on a development. Ms. Hirashima noted that Marysville currently has an inter-local agreement with Snohomish County and does collect fees that way.

Mr. Tatum explained that maintaining a single traffic impact fee for all districts was decided based on simplicity, flexibility, and the maximum allowable impact fee. Adjustment factors used as part of the Transportation Element Update were explained.

Commissioner Leifer questioned how to generate the trip number and impact fee for future land use designations if the land is not yet developed; namely commercial and industrial development. Mr. Tatum responded that the Trip Generation Manual dictates multiple ways to figure this number, using gross acreage and zoning for areas yet to be developed. Mr. Toedli added that when developers submit an application which states how many square feet of a particular type of space is to be developed, whether it is retail, office, industrial, etc., a more accurate trip number can be determined.

Chairman Muller questioned the 2.84 tax factor used in the financing model. He felt that the number seemed low. Mr. Tatum responded that this number is an average and is intended to encompass as much of the existing development as possible. He also noted that it is based on a residential and non-residential model. The non-residential includes retail, commercial, and industrial, so not all of these establishments are generating sales tax. Mr. Muller thought that it should be based on what the potential development would be and how much a particular development might generate.

Ms. Hirashima discussed that Marysville may be one of the only jurisdictions that has a differential between commercial impact fees and residential development impact fees. Mr. Toedli concurred that most jurisdictions do not differentiate

between residential and commercial at all. In fact, Marysville is somewhat of a rarity in this instance.

Chairman Muller restated that he did not feel that the 2.84 tax factor was high enough. Commissioner Leifer raised a concern regarding new developers coming in and questioning the factor. Mr. Tatum stated that this number is defensible; he felt that the City could legally defend this number and added that it was repeatable, based on formulas and strategies which could be used over and over to arrive at the same conclusion. Discussion of how this number had been arrived at occurred.

Commissioner Foster was concerned about the Smokey Point area and stated that the property owners had already paid for the road and did not feel that it was fair to have to pay the transportation fees also. She felt that these property owners would be paying for the road twice. Mr. Tatum responded that he did not think that the frontage improvement fees would be charged for this particular area.

Mr. Tatum went back into the Traffic Impact Fees and the forecasted revenues for the projected horizon. The two scenarios for revenue forecasts were discussed and explained. He explained the choices and strategies that could be used to compensate for the estimated deficits that would be left after what the impact fees generated. Ms. Hirashima discussed how to fill the gaps left after the impact fees had been collected as well as other sources of revenue for the transportation plan.

Mr. Cowling gave a brief overview of the presentation he had given to Council earlier this month. He focused on the importance of incremental planning and development. Additional bonding was discussed in order to get some of the more important road projects done. Commissioner Leifer questioned why we can't figure out everything related to transportation that the city will need and how much it would cost and build it now. He suggested the use of a bond mechanism to be paid off with future cash flow. Mr. Leifer felt that this would be a better solution. Commissioner Leifer's overall suggestion was, in short, to use future cash flow to fund projects now. There was further discussion on this topic and its feasibility.

Mr. Tatum invited the Commission to let him know if there was any particular area that they would like staff to focus on for the next meeting. Commissioner Leifer questioned how the motor vehicle fuel tax was allocated. Mr. Tatum responded that it is based on the number of vehicles registered in the city adding that the city gets a very small portion of the fuel tax.

### **Wireless Code Provisions:**

Ms. Hirashima introduced the new wireless facilities that had been cited and the codes that they were currently working under.

Libby Grage went over the new facility that had been permitted and erected on 67<sup>th</sup> Ave. since the new code had gone into effect. She stated that there is currently more interest in creating additional facilities of this type. She went over some of the differences in MMC and other jurisdictions that she had researched. Ms. Grage discussed height limitations implemented by other jurisdictions and whether or not Marysville needed to re-evaluate its current code. Commissioner Kvangnes questioned who was benefitting from the revenue generated by the leased space for these poles. Ms. Grage responded that the private residences and the PUD would benefit. Commissioner Muller questioned how to deal with situations where the intent is to go underground with power poles in the future.

There was discussion of the advancing technology of cell phones and the change in towers required to support this. Commissioner Kvangnes questioned how many facilities we will need as cell phone technology advances. She was concerned that there will be too many. Chairman Muller suggested restricting type of facility to obtain a more aesthetically pleasing look. Commissioner Stevens voiced a concern about the people uphill and their views and suggested limiting spacing, or requiring they be installed on east west streets up hills.

**ADJOURNMENT:**

**Motion** made by Commissioner Kvangnes, seconded by Commissioner Foster, to adjourn at 8:57 p.m. Motion passed unanimously, (7-0).

**NEXT MEETING:**

August 12, 2008

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Amy Hess, Recording Secretary



ORIGINAL

**MARYSVILLE PLANNING COMMISSION**

**August 12, 2008**

**7:00 p.m.**

**City Hall**

**CALL TO ORDER**

Chairman Muller called the August 12, 2008 Meeting of the Marysville Planning Commission to order at 7:04 p.m., noting the excused absence of Becky Foster and Deirdre Kvangnes. The following staff and commissioners were present:

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Steve Leifer, Toni Mathews, Michael Stevens

**Staff:** Community Development Director Gloria Hirashima, Traffic Engineer John Tatum, Recording Secretary Amy Hess

**Also Present:** Larry Toedli from *The Transpo Group*

**Absent:** Becky Foster, Deirdre Kvangnes

**APPROVAL OF MINUTES:**

July 22, 2008

**Motion** made by Commissioner Leifer, seconded by Commissioner Andes to approve the July 22, 2008 meeting minutes as amended. Motion carries, (5-0).

**PUBLIC HEARING:**

None

**NEW BUSINESS:**

**Transportation Plan:**

Mr. Tatum began by explaining that he would be discussing some items that are not in the Transportation Element as he feels that they will come up and need to be addressed. He stated that he would be reviewing the Travel Forecast Model, discussing the Level Of Service (LOS) standards, present the Transportation System

Plan and Improvement Projects and Programs, and finally discussing the background of the Non-motorized Systems Plans.

The Travel Forecast Model includes the entire City and Urban Growth Area and addresses the impacts of regional traffic on the City with a 2035 Horizon Year. Mr. Tatum explained that this year was chosen to correspond with the Downtown Access Study. It also supports other planning and design projects currently under way in the City including the Downtown Access Study. Mr. Toedli added that many grant funding and design studies require a minimum 20 year design horizon and that this model should give a good idea for the 6-year plan. Chairman Muller stated that the plan did not seem to be very optimistic about fixing our current traffic woes. Mr. Tatum responded that he was optimistic, adding that we do need to build some things and keep up, but that we will be able to maintain an adequate level of service throughout this time span.

Household and Employment Growth models were explored for the 2035 Horizon Year. Mr. Toedli discussed the ratios of jobs to household balance. Commissioner Leifer questioned if the projected level brought us closer to any other comparable cities such as Everett. Mr. Toedli stated that he did not know. Ms. Hirashima added that she felt that Everett had a much higher rate based on some factors such as Boeing being located there.

Mr. Tatum continued on with the Transportation Span Systems. How big does 88<sup>th</sup> really need to be? He stated that many studies and tests had been done to answer this question. The bottom line is that 88<sup>th</sup> needs to be expanded to 5 lanes in certain segments, as there were no other viable economical options. It is the straightest path between the County areas to the east and the Tulalip Commercial area to the West. Extending 116<sup>th</sup> would be more costly than expanding 88<sup>th</sup>. He admitted that it is impactful, but necessary. Mr. Toedli added that the framework of the graphic being displayed encompassed the short, medium and long term projects.

Level of Service including Standards, Regional Framework, City-County Differences, and Non-motorized was discussed next. The Highway Capacity Manual dictates the specifications for roads that the City will inherit as annexation occurs. Mr. Tatum explained briefly how this manual worked. Commissioner Leifer questioned Mr. Tatum's earlier statement that by 2035 the city would be in good shape and wanted to know at what level of service the City might be at. Mr. Tatum responded that the City would be at a "D" Level of Service with the exception of two Rail Road crossings which would be at Intersection Level of Service "E".

In response to Chairman Muller's question as to the definition of a segment, Mr. Toedli stated that the Highway Capacity Manual dictates criteria for defining a "segment". He explained the Level of Service Standards which PSRC and WSDOT use. Mr. Tatum added that the County uses an arterial level of service standard.

With this draft, there will be no exemptions, as there had been in the past, in hopes of improving problem intersections. The "E" Level of Service will be maintained all the way up State Street based on the difficulties State Street poses because of Rail Road crossings. There was a study done in 2007 of Intersections that did not reach the Level of Service. Mr. Tatum explained that all of those which did not meet standards in 2007 had been or were in the process of being corrected.

Bicycle Level of Service was discussed. The focus is not Level of Service, but routes and continuity. Expanding the system and filling in the gaps to reach a coherent system was the focus. This was the same for Pedestrian Level of Service. Mr. Tatum stated that is not a Level of Service issue but a continuity of features issue. A study at or following annexation to comprehensively look at strategize for a Pedestrian Plan is being recommended.

Project implementation order will flex to be concurrent with the development in the short, medium, and long term plans. This plan was developed with the idea that it will be updated on a four year cycle. Improvement Program projects and funding will be updated on an annual cycle. Non-motorized improvements will be incorporated into capital projects, developer frontage improvements, and maintenance programs.

Roadway Functional Classification is the plan that the City is expecting to work to. The diagram depicting this was discussed. Planned connector roads which are not currently installed but need to be in order to have a cohesive plan, were shown on the diagram. This included roads which are currently incomplete.

Mr. Tatum stated that there was a proposed truck route, purposely not included in this plan so as not to conflict or compete with and allow for flexibility. It is expected to be reworked at the time of annexation.

Short range improvements which will occur in the next 4-6 years were discussed. The short range improvement projects are what are being focused on currently. Commissioner Muller questioned what was happening on the County project on 51<sup>st</sup>, would there be signals or roundabouts? Mr. Tatum noted that the deciding factor was usually the ROW footprint and believed that signals would be installed in this project. The Level of Service would remain the same in this scenario regardless of which option was chosen. Does the City have a preference towards roundabouts or signals, Mr. Muller questioned. Again, the roundabouts depend on the ROW. They would be installed where appropriate.

Mid range Improvement Projects were discussed including the Smokey Point Master Plan Area. Mr. Tatum noted that some of these projects could become short range depending on the progress of development. Mid range is defined as 2016-2025, stated Mr. Toedli, adding that some of the Whiskey Ridge projects could also be moved to the short range as they will be development driven. The 51<sup>st</sup> St. extension connecting 88<sup>th</sup> and 84<sup>th</sup> Streets was discussed as well as an estimate of when the

project might be completed. Mr. Tatum stated that he felt that it would be connected to an 88<sup>th</sup> Street widening. Ms. Hirashima explained that the area was currently being discussed as an area to be annexed, but the problem is risking the County dissolving any funding or investment in this area if annexation occurs.

Long Range Improvement projects include ROW preservation and Smokey Point Master Plan areas. Again, these projects are flexible in regards to timing depending on development and necessity corresponding to development. Chairman Muller questioned how one-way roads come in to traffic plans and efficiencies. Mr. Tatum stated that the City is not set up well for one-way roads. Mr. Toedli added that commercial developers are not in favor of them as it is not conducive to serving local destinations; it is simply a means of moving traffic through an area. Mr. Tatum stated that there was no good alternative to 88<sup>th</sup> based on access to State Ave, I-5, and the creek crossing.

The 2035 PM Intersection Levels of Service were discussed. Chairman Muller questioned restricting access to 88<sup>th</sup> from side streets. Mr. Tatum responded that there is an access Management Plan that can be used, but we have not reached the minimum volume to implement these plans.

Non-motorized Systems and Programs include bicycle, pedestrian, and handicap access. Primary problem is connectivity and safety. Incorporating improvements as part of roadway projects was discussed. Mr. Tatum stated that the Downtown Master Plan recommendations will be added to the Transportation Plan. Proposed Bicycle Plans were gone over and funding discussed. Pedestrian System Plans were thought to need more research and studies to find out what we have and what we need including how ADA requirements are being met. A Pedestrian Facility Study is being recommended in 2010. This draft proposes the Improvement Planning which includes the above mentioned study. Mr. Toedli added that this draft is intended to show the connectivity and aimed to fill in gaps and provide alternatives.

Mr. Tatum finished with this presentation and stated that, in addition to the Financial Plan, he felt this draft is a good package. Commissioner Andes questioned the 156<sup>th</sup> area improvements. The Twin Lakes area and connections were discussed. The ROW preservation in this area was a concern for Mr. Andes as he felt that it appeared that it may never happen. Mr. Toedli stated that this was not included in an Urban Growth area at this point, but the intent was more of a suggestion to the County as they made development progress. Commissioner Andes was concerned about the placement of certain projects in the time range scope, feeling that some should be moved to a closer time frame. This draft did allow for flexibility of the time lines.

An overcrossing at Grove was suggested by Commissioner Andes. Mr. Tatum responded that as soon as they get a product, our draft is intended to be included

and updated once this is decided on. Are the Tulalips included in the studies for such an overcrossing, Commissioner Andes wanted to know? Yes, they are a stakeholder in our process and interested, Mr. Tatum responded. Mr. Toedli added a non-motorized project that the Tulalips would be involved in.

Commissioner Leifer questioned the Appendix which lists all of the projects and the costs associated with them. He wanted to know if any of these projects had been completed and how that final number would change based on completed projects. He also questioned the accuracy of the estimated numbers given in this Appendix. Mr. Leifer had done his own computation on the 116<sup>th</sup> – 136<sup>th</sup> St. project and concluded that the cost for this particular project seemed high. Mr. Toedli responded that the estimates were based on bids from previous City projects. Mr. Tatum and Mr. Toedli stated that they would go over these numbers again with Staff and check for accuracy.

Commissioner Leifer thought that, as a City, we are not charging people equally for what the costs are. He felt that everyone should share the fees evenly and that they should be indicative of the impact they have. Frontage improvements should be allowed to be credited to the impact fees due, he added. Could an individual elect to do his frontage improvements along with a more comprehensive improvement allowing for a smoother flow of traffic and allowing for continuity along sidewalks and roadways? Mr. Leifer asked if there were any rules which would preclude a comprehensive frontage improvement from taking place. Ms. Hirashima stated that she would check in to that. Commissioner Leifer added that he wanted to know if recovery could be had by the person doing the frontage improvements outside the bounds of the current project.

Mr. Tatum stated that a frontage and an impact fee are not the same thing. He added that everyone has to do frontage. Mr. Tatum admitted that parcels share unequally in the cost and unequally in the benefit, but did not feel that this was unequitable. Could we have a single fee based on the number of trips added, Commissioner Leifer wanted to know. State laws do not allow this type of system to work as it is very specific about what projects can be included and what is required. Ms. Hirashima added that frontage improvements are more part of the project fee, and the impact fee is more a part of growth management. She described the legal aspects of how Washington State laws dictate how the City can collect fees. Commissioner Leifer questioned if these fees were the same in residential and commercial. Ms. Hirashima responded that it was the same regardless of zoning. All staff agreed that it would make more sense if all the frontage improvements could be constructed at the same time, avoiding gaps and reconstruction in the future, but unfortunately, it cannot be done. Deferred construction policies were discussed as well as the affects of it.

Ms. Hirashima asked for any other comments. Chairman Muller and Commissioner Leifer stated that they would like to see the numbers in the Appendix rechecked and

Ms. Hirashima responded that that would be done. Chairman Muller questioned taking out the developer driven projects and coming up with a number and a list of projects that are important to the citizens. What would the plan look like considering quality of life? Could we sell a bond issue or funding process to get projects which the community feels are important built? These are questions that Chairman Muller would like to see addressed.

Commissioner Leifer questioned why the City's cut of the fuel tax was so small. Ms. Hirashima responded that that was just the way that it was broken down. Mr. Leifer pondered whether that was something that could be changed if enough cities got together. Mr. Toedli stated that gas tax was not something that was looked at as equitable and that there were limitations associated with the use of gas tax.

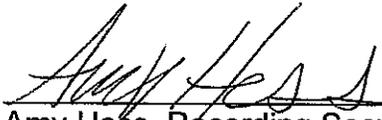
A Public Hearing was tentatively set for September 9<sup>th</sup>.

**ADJOURNMENT:**

**Motion** made by Commissioner Andes, seconded by Commissioner Stevens, to adjourn at 9:27 p.m. Motion passed unanimously, (5-0).

**NEXT MEETING:**

September 9, 2008

  
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Amy Hess, Recording Secretary



## MARYSVILLE PLANNING COMMISSION

September 9, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the September 9, 2008 Meeting of the Marysville Planning Commission to order at 7:02 p.m. The following staff and commissioners were present:

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Steve Leifer, Toni Mathews, Michael Stevens, Becky Foster,

**Staff:** Traffic Engineer John Tatum, Senior Planner Chris Holland, Associate Planner Libby Grage, City Engineer John Cowling, Recording Secretary Amy Hess

**Also Present:** Larry Toedli from *The Transpo Group*

**Absent:**

### APPROVAL OF MINUTES:

August 12, 2008

Commissioner Leifer requested further documentation regarding his question pertaining to frontage improvements.

**Motion** made by Commissioner Stevens, seconded by Commissioner Mathews to approve the August 12, 2008 meeting minutes as amended. Motion carries, (7-0).

### PUBLIC HEARING:

#### **2008 Marysville Comprehensive Plan Amendments**

**B. PA08001-Staff Initiated Map Amendment No. 1 amending the Comprehensive Plan Map designation of 2.45 acres from Medium Density Single-Family to Low Density Multi-Family.**

Associate Planner Libby Grage gave an overview of Amendment No. 1, giving a brief history of how these amendments came about including differences between County and City prospective land uses which were determined to warrant amendments to the Comprehensive Plan. The City recommended a change from Medium Density Single-Family to Low Density Multi-family in order to align with the County's land use designations.

Chairman Muller solicited public comment.

**Public Comment:**

Gary Parkes 17622 27<sup>th</sup> Ave NE Marysville WA 98270

Mr. Parkes questioned the difference between the land use designations. Ms. Grage explained that the difference was in the allowable dwelling units per acre dictated by the land use designations.

Seeing no further comments, Chairman Muller closed public testimony on this matter, and, hearing no comments from commissioners, solicited a motion.

**Motion** made by Commissioner Stevens, seconded by Commissioner Kvangnes to approve the Staff Initiated Map Amendment No. 1 as presented and forward it on to City Council. Motion passes unanimously (7-0).

**C. Staff Initiated Map Amendment No. 2**

Associate Planner Grage gave an overview of current land use designation and stated that Staff recommended changing this designation in order to correspond with current County land use designation and current surrounding property use.

Chairman Muller solicited Public comment, there was none, so he closed public testimony.

Commissioner Stevens questioned the map designating a small strip remaining Recreation, Ms. Grage stated it would remain as it was not within City jurisdiction but County and was part of the Park owned by the County.

**Motion** made by Commissioner Foster, Seconded by Commissioner Stevens to approve Staff Initiated Map Amendment No. 2 and send to Council as presented. Motion passes unanimously (7-0).

**A. Transportation Element Update**

Chris Holland entered three more items into record which included emails from Cindy Grayson and Snohomish County Public Works, a letter from Lake Stevens, and a letter from WSDOT. He requested that the Planning Commission accept a

new policy pertaining to roadway connections and extensions and add it to the policies of the Mobility Options. After further review, staff felt that this was a necessary policy that had been left out. The Road Extension Map Figure 13 had been updated and needed to replace the previous Figure 13 in the Update. Mr. Holland then turned the discussion over to John Tatum for an overview of the Transportation Plan.

John Tatum began with his overview of the Transportation Element. The Travel Forecast model was discussed including the 2035 Horizon Year and projects that are currently underway which are intended to fit into this plan. Mr. Tatum related the major issues that the City had come up against and the alternatives that were developed in response to these issues. System Framework, including the improvements that would be needed, were discussed as well as how the Financial Package was developed to achieve the goals by the Horizon year.

The Bicycle System was discussed including the gaps that currently exist as well as plans to improve the system in the near future and long term goals. Mr. Tatum stated that the City felt that the Pedestrian System needs to be studied and evaluated before a program can be developed.

The Level of Service Standard was discussed for the current intersections within the city, noting that no intersections would be exempt and that all would be addressed and improved upon. Commissioner Foster questioned what the Level of Service Standards would be next year on SR-531 once the Clovers were finished. Mr. Tatum responded that they would be in the B or C range adding that the intersections to the West would be within the standards, intersections to the East would need improvement. Mr. Tatum stated that RTID was not approved nor funded at this time for the intersection in question.

Finally Mr. Tatum gave the Key Points of the Plan including flexibility, the four year update cycle, and non-motorized improvements.

Commissioner Muller solicited Public Testimony. It was noted that September 15<sup>th</sup> would be the last date to submit any testimony to the City.

### **Public Comment**

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger asked for clarification on the Bicycle Plan regarding what improvements were being made in the Smokey Point area, specifically West of the freeway. He felt that there were some dangerous areas as they are narrow two lane roads with new shoulders. Mr. Tatum explained that a shoulder widening project would be implemented which is a joint use type shoulder. Mr. Critsinger felt that this type of proposal did not be feasible. Mr. Tatum responded that this part of the project was considered long range and it was currently not in the Marysville UGA so

the County would be responsible for development and for the funding of it. Mr. Critsinger wanted to make sure that what was being proposed would actually be achievable before he was no longer around to see it.

Mr. Critsinger questioned the 156<sup>th</sup> St. intersection to 152<sup>nd</sup> extending East to Hwy 9. More connections are being made to Hwy 9. Mr. Tatum responded that this is in the County so at this point in time, the City can only make recommendations to the County. Mr. Toedli added that this is merely a recommendation to the County and the City can continue to monitor the County's plan and continue to make recommendations in the future. Mr. Tatum stated that a concept had to be agreed upon first and then further work could be done on details and design plans.

Ken Weston, 7807 77<sup>th</sup> St. NE Marysville WA 98270

Mr. Weston stated that he drives 88<sup>th</sup> St. many times a day and week and it does have its moments of problems. He could not picture the widening of 88<sup>th</sup> and the impacts it would have on the neighbors and residents. What about the possibility of leaving 88<sup>th</sup> as is and making improvements farther East where there are fewer residents, he wanted to know. What about Armar Rd. being widened?

Commissioner Muller responded that most of Armar Rd. is outside the City. He discussed the other options such as 116<sup>th</sup> and that the studies showed that 88<sup>th</sup> was the best option adding that 152<sup>nd</sup> would be improved upon. Mr. Weston stated that he understood that funding was tight and felt that improvements could have been made to better serve residents. Grove St. was discussed, including on and off ramps as well as an overcrossing as potential solutions.

Mr. Weston was concerned about a closure on 84<sup>th</sup> St. West of the High School and that it seemed like a bad idea to close any roadways at this point in time. Mr. Tatum used the map to show that all connecting roadways would be maintained and that an 84<sup>th</sup> St. intersection would be very awkward. Mr. Weston stated that closing 84<sup>th</sup> would be adding much more traffic to the proposed roadways.

Jeri Short, 6917 40<sup>th</sup> St. NE Marysville WA 98270

Ms. Short stated that the widening of 88<sup>th</sup> would include moving the grave yards and was upset that nobody would discuss this. She didn't want to have to move anyone's loved ones for the sake of progress. She stated that we are the only nationality that would consider moving the dead and that if we went across the freeway, no one would allow it. Ms. Short said that she was made sick by the thought of moving our dead for the sake of progress and roads and that everyone seemed to be in too much of a rush.

Second, she wanted to know what plans Marysville had to use the railroad to benefit itself. Commissioner Muller stated that we have looked at commuter sites along the railroad. She said long term planning is piece meal and this takes the rights away from people to do what they want to do with their land.

Andy Hovik, 5207 88<sup>th</sup> St. NE Marysville WA 98270

Mr. Hovik wanted to know how wide 88<sup>th</sup> is planned to be? Approximately 90' total, 45' from centerline, responded John Cowling. Would the new Getchell Hill be 3 or 4 lanes? Mr. Tatum responded that it was three lanes. Mr. Hovik wanted to know if the 88<sup>th</sup> St. widening project would actually occur since it seemed that it had been on the County's plan for the last 20 years. Mr. Tatum stated that intersection improvements would have to be done first and that it was the intersections that were the problem areas. These projects are subject to funding and the proposed time frame is 2016-2025. Commissioner Muller added that at this time, 88<sup>th</sup> is under control of the County, not the City.

Kristin Kinnamon: 5708 91<sup>st</sup> Pl. NE Marysville WA 98270

Ms. Kinnamon discussed the policy section of the Transportation Plan and was concerned that the plans do not live up to these policies. She stated that 88<sup>th</sup> is a good example of this. The current speed of 30 mph is a speed that, if a pedestrian or cyclist were to be struck by a vehicle, would be survivable. At the 45 mph proposed design for 88<sup>th</sup>, pedestrians and cyclists who might get hit would be dead. She added that she had a concern about the lack of landscape buffer in the design standards and the comfort level of not only drivers but cyclists and pedestrians. She felt that this plan failed in the way of Quality of Service Standards for cyclists and pedestrians.

Access to the Centennial Trail connections was a concern of Ms. Kinnamon's. She felt that there was not a good access plan on 100<sup>th</sup> and 108<sup>th</sup>, as the steepness of these roads are an issue. Hwy 9 and 84<sup>th</sup> crossing was a better option she thought.

Traffic impact fee assessments were another concern as there are serious gaps in the sidewalks. Ms. Kinnamon thought that Impact Fees should be used to fill the gaps in the sidewalk systems. Mr. Toedli responded that some of these areas are included in SEPA requirements and that, legally, the use of impact fees are restricted in certain ways.

Lastly, single point urban interchanges were discussed. These ideas were important to get cyclists and pedestrians across safely because these types of interchanges are not friendly to that type of use. The language on Page 62 of the plan was a concern she had because of restraints on bike lanes and pedestrian facilities. She was concerned that as funding gets tight, bike and pedestrian plans are the first to go. Ms. Kinnamon requested that the City consider her comments to allow for safe and comfortable travel for cyclists and pedestrians.

Debra Godby, 8811 55<sup>th</sup> Ave. NE Marysville WA 98270

Ms. Godby wanted to know that if the City put in what she referred to as a "freeway" on 88<sup>th</sup>, how do residents get their fences and trees moved?

Mr. Cowling responded that appraisals would be done for each piece of property and discussion with each property owner would follow. Right of Way would first have to

be established. Ms. Godby stated that she completely agreed with Ms. Kinnamon regarding driveway access from 88<sup>th</sup>. Mr. Tatum stated that there would be many intersections and signals before the roadway was widened. 88<sup>th</sup> St. is the most direct East-West pathway. Mr. Toedli added that leaving 88<sup>th</sup> as a three lane road forces more traffic onto roadways such as 51<sup>st</sup> and 55<sup>th</sup> which were not designed to handle this amount of traffic. Ms. Godby stated again that she was opposed to turning 88<sup>th</sup> St. into a “freeway”.

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger wanted to know what the 67<sup>th</sup> Ave. plans from 172<sup>nd</sup> South were. Mr. Tatum stated that it connects to Centennial Trail and that there will be shoulders and bike facilities provided from the South by Marysville and from the North by Arlington and that the County is requesting a bike facility, not defining what that might be, for this area.

### **Commissioner Comments**

Commissioner Leifer questioned the letter from Tom Washington at WSDOT and whether or not Mr. Tatum was familiar with this letter. Mr. Tatum responded that he had received this letter today and had read it. Mr. Leifer questioned whether there would actually be as large of a short fall as was discussed in this letter and how would we achieve the Level of Service Standards if these state funded improvements did not occur. Mr. Tatum stated that the short term projects are funded, but that the computations will be reworked in four years when the Transportation Plan is renewed again. Whether or not many of the interchanges are funded and developed *will* play a major role in the Level of Service Standards for long term projects. Levels of Service at the State ramps would in fact be affected by this short fall. The bridge on 529 as well as the Smokey Point interchanges were, as far as Mr. Tatum knew, still on track for completion in 2010.

Commissioner Leifers second question was regarding the cost analysis on State Ave. projects listed in the Plan that he felt were inaccurate. Mr. Tatum responded that the Plan had been modified regarding the project Mr. Leifer had brought up in the previous meeting. The model was inaccurate in its number of lanes and the cost model was ratified to reflect this. Mr. Toedli stated that he was confident that the other cost models had been rechecked and were accurate.

### **B. PA 08001-2 - Citizen Initiated Map Amendment “Wakefield-Lakewood” amending the Comprehensive Plan Map and concurrently Rezone of 13 acres from General Commercial to Mixed Use, subject to the conditions outlined.**

Chris Holland gave a brief overview of this request. Staff suggested rezoning from General Commercial to Mixed-Use instead of High Density Multi-Family as the applicant had requested. Staff felt that this could function as a softening aspect.

Chairman Muller opened up for Public Testimony.

### **Applicant Comment**

Daniel Eernisse, Smokey Point Commercial, LLC 1457 130<sup>th</sup> Ave. NE Bellevue WA 98005

Mr. Eernisse stated that the applicant was in support of the Staff Recommendation stating that it allowed for more uses and flexibility.

Commissioner Foster questioned the applicant on how many units were planned and how Lakewood Scholl district responded. Daniel responded that the School District would require him to pay a fee for each unit over 2 bedrooms. As a marketable strategy, they were planning one bedroom and studio units.

### **Public Comment**

Gary Parkes 17622 27<sup>th</sup> Ave NE Marysville WA 98270

Mr. Parkes requested that Commission deny this based on all of the information being incorrect. He stated that the information supplied was incorrect including the total number of units in the surrounding area. The proposed roads had no access to 27<sup>th</sup> Ave he added, stating that it is private property.

Chris Holland stated that the dotted lines on the maps were only proposed, that they could change as development occurred. Mr. Cowling added that 27<sup>th</sup> is public right of way from 172<sup>nd</sup> to the edge of Lakewood Commons. Mr. Parkes argued that there was no road and that the map provided did not depict a proposed road. Mr. Parkes added that he was opposed to the zoning change as there has been too much development with no thought of roads. Since annexation, building and traffic has become much worse in this area.

On his own accord, Mr. Parkes stated that he is opposed to the rezone of this site.

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger stated that he concurs with the mixed use designation being proposed. He is on the 5 acres immediately to the North of the subject property. He stated that he felt it is transitional and compatible with the existing development.

Chairman Muller closed public testimony and solicited a Motion to approve.

**Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes to approve Citizen Initiated Map Amendment No. 2 as recommended by Staff. Motion passes (6-0), with Commissioner Stevens abstaining from the vote.

**NEW BUSINESS:**

None

**ADJOURNMENT:**

**Motion** made by Commissioner Andes, seconded by Commissioner Mathews, to adjourn at 9:00 p.m. Motion passed unanimously, (7-0).

**NEXT MEETING:**

September 23, 2008

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Amy Hess, Recording Secretary



## MARYSVILLE PLANNING COMMISSION

October 28, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the October 28, 2008 Meeting of the Marysville Planning Commission to order at 7:04 p.m. The following staff and commissioners were present:

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes, Jerry Andes, Michael Stevens, Becky Foster, Steve Leifer, Eric Emery

**Staff:** Community Development Director Gloria Hirashima, Senior Planner Chris Holland, Traffic Engineer John Tatum, Recording Secretary Laurie Hugdahl

Chair Muller welcomed new Planning Commissioner Eric Emery.

### APPROVAL OF MINUTES

October 14, 2008 Planning Commission Meeting Minutes

**Motion** made by Commissioner Stevens, seconded by Commissioner Andes, to approve the minutes as presented. **Motion** passed unanimously (6-0)

### AUDIENCE PARTICIPATION

None.

### PUBLIC HEARINGS

#### 1. Transportation Element Update (Continuation)

**Adopt an update to the 2008 Transportation Element as a sub-element of the City's Comprehensive Plan.**

Senior Planner Chris Holland stated that the hearing was closed, but the record had been kept open to receive comments from CTED. He reviewed their concerns and suggestions which were included in the packet. Staff responded to their concerns in a letter dated October 1 (also in the packet). They also met with a representative from CTED. Based on that meeting they made some changes to the Transportation Element which he reviewed.

Chris Holland suggested making a motion to move the Transportation Element Update to the City Council for approval subject to staff elaborating based on the comments from CTED in the e-mail dated October 27.

Commissioner Leifer expressed concerns about the lack of discussion of truck parking in the city. Traffic Engineer John Tatum stated that that would be included in a separate document. They have drawn up a modified truck route document with consideration given to all the annexations. There has not been agreement about the truck parking so this will come at a later time. Commissioner Leifer commented that certain trucking companies are using the streets as a truck terminal. There was some discussion about intended uses of the designated truck parking areas. Mr. Tatum stated that this could be addressed when they bring the truck route/truck parking document to the Council. He commented that they have had difficulty getting any participation from truckers or trucking companies on this matter. Chris Holland stated that page 39 of the Transportation Element discusses the truck routes. Steve Leifer also referred to page 18 which acknowledges problems with truck traffic and parking.

Commissioner Leifer referred to Appendix A-1, Traffic Impact Fees, Growth-Related Improvement Projects and TIF Costs. He commented that frontage improvements can far exceed the impact of the development. He felt that it was unfair to require both frontage improvements and impact fees. He recommended finding out what the project's fees would be and subtracting that from the frontage improvements. If there is a balance it could be credited to future developments.

Steve Muller commented that impact fees are not always used for that specific development from which they are collected. Director Hirashima stated that the TIP is set up on a citywide basis. They looked at doing this district-wide and the rate differential was not substantial enough to warrant the change.

Becky Foster commented on the unfairness of those who are paying for a Road Improvement District. Now those residents in the Smokey Point area have to pay again. Mr. Tatum discussed the City's attempt to make this a fair process. When they did a district analysis they determined that the different areas travel throughout the city. This is why the TIP was done on a citywide basis.

Chair Muller commented that redevelopment of the downtown needs to be taken into account so that there are sufficient funds to take care of it. He discussed how north-end development fits into this.

Commissioner Leifer concurred with the idea of a citywide benefit for the projects.

**Motion** made by Commissioner Leifer, seconded by Commissioner Kvangnes, to forward the Transportation Element on to City Council with the addition of the CTED bullet points in the document dated October 27, 2008 and as discussed by Chris Holland. **Motion** passed unanimously.

*The hearing closed at 7:36 p.m.*

## **2. Whiskey Ridge Design Standards and Guidelines**

**Adopt development guidelines and design standards that meet the community goals and objectives including Streetscape Design for the East-Sunnyside/Whiskey Ridge sub-area**

*The hearing opened at 7:36 p.m.*

Staff Presentation:

Community Development Director Hirashima reviewed the background on this item. The consultant from Makers reviewed the highlights of the Whiskey Ridge Streetscape Design Plan and the Whiskey Ridge Design Standards and Guidelines.

Public Testimony:

Jim Proctor, 8310 East Sunnyside School Road, Marysville, commented that he was confused about discussion about development of Whiskey Ridge area. As a landowner he has been unable to sell this land because of the high demands of developers and mitigation fees. Developers who wish to build apartments are still in the market, but the mitigations are precluding them developing. His taxes are going up all the time because the county views his land as potentially developable, even though in reality it isn't. He discussed the difficulty this is causing on his personal finances. Sewer that needs to go in will be very expensive. He suggested that maybe an apartment developer could go in and put in the sewer to pave the way for future single-family developers. There is the possibility for development to succeed if there is some flexibility on the part of the City. He suggested revisiting this issue.

Gayle Johnson 4829 87<sup>th</sup> Avenue NE, Whiskey Ridge, concurred with the difficulty regarding the high taxes in the Whiskey Ridge area. He commented on the discrepancy between what the land is worth and what the taxes are. He stated that his land borders Highway 9 and 87<sup>th</sup> Avenue and the county is asking for a 40-foot right-of-way. The streetscape design would take an additional 10 feet. He asked who would pay the price for this. Steve Muller commented that it is a price of developing and is typical, but he noted that if you do nothing, then nothing is required. Regarding tax increases in that area, Steve Muller recommended challenging the tax assessments by the county since there is no sewer out there.

*The public testimony portion of the hearing was closed at 7:54 p.m.*

Commissioner Andes asked if 87<sup>th</sup> would be the only access in and out of commercial shopping. Director Hirashima said they had reviewed this item with Public Works. She stated that there would be a tapering from five lanes to four to three lanes. She added that this needs to be noted in the Plan to indicate that the City would need additional right-of-way on the stretch where there is commercial development.

Commissioner Kvangnes asked if this type of tapering works pretty well in staff's opinion. Director Hirashima indicated that it did.

Commissioner Leifer asked what was wrong with backlit signs. The consultant from Makers stated that they are moving toward signs that have the individual letters lit up, which is a preferable design.

Commissioner Leifer referred to the minutes of the last meeting where he had recommended low-growing vegetation in at least the last 60-feet of the medians. Director Hirashima recommended adding a notation that landscaping will be looked at for sight-distance issues.

Chair Muller responded to Mr. Proctor's comments. He stated that this is a Master Plan process. Even with the economic downturn, the Commission has a responsibility to determine the quality of development that comes into the City when the development does occur. He cautioned against lowering any expectations and pointed to the end results they are seeing in some of the new developments around town.

Commissioner Leifer agreed with Mr. Proctor that the tax situation is ridiculous and that land owners who want to sell and developers are in a difficult position. There was some discussion about the fact that all developers in the region are having a tough time in this economic situation.

Commissioner Kvangnes commented that over half the commissioners here have been working on Whiskey Ridge for a long time. They have worked very hard to get Whiskey Ridge "right". Whiskey Ridge is going to be one of the prettiest areas in Marysville because they have been able to plan for it for a very long time. She hopes that the market will change soon for everyone's benefit. She believes everyone will be pleased with the end results.

**Motion** made by Commissioner Foster, seconded by Commissioner Stevens, to forward this on to Council as amended with the notation regarding sight-distance on landscaping and the traffic channelization. **Motion** passed unanimously (6-0).

Commissioner Stevens was excused at 8:13 p.m to attend to a family matter.

## **PUBLIC MEETING**

### **1. Crown Pacific / Interior Pacific, Inc. Mill U.S. EPA - Brownfields Clean Grant Proposal**

Director Hirashima stated that this is the public meeting as required by the Brownfields Cleanup Grant Application. Mark Killinger with Parametrix gave a summary of the grant application.

## **COMMENTS FROM COMMISSIONERS**

The Walking Audit is scheduled for Thursday at 1:00 at Comeford Park. Dan Burden, one of the premier bike/walkability experts in the country, will be there to provide an assessment of the current situation and things that the City can do to improved biking and walking opportunities in the City. There will be a related training on Friday.

**ADJOURNMENT**

**Motion** made by Commissioner Kvangnes, seconded by Commissioner Andes, to adjourn at 8:26 p.m. **Motion** passed unanimously (5-0)

**NEXT MEETING:**

November 25, 2008

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Laurie Hugdahl, Recording Secretary

**CITY OF MARYSVILLE**  
**Marysville, Washington**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING THE MARYSVILLE GROWTH MANAGEMENT COMPREHENSIVE PLAN, ORDINANCE NO. 2569, AS AMENDED, BY ADOPTING THE 2008 CITY OF MARYSVILLE TRANSPORTATION ELEMENT AS A SUB-ELEMENT OF THE MARYSVILLE COMPREHENSIVE PLAN, PURSUANT TO THE CITY'S ANNUAL AMENDMENT AND UPDATE PROCESS.**

WHEREAS, on April 27, 2005 the Marysville City Council enacted Ordinance No. 2569 adopting an updated Growth Management Comprehensive Plan ("Comprehensive Plan") for the City of Marysville; and

WHEREAS, the Growth Management Act allows jurisdictions to amend comprehensive plans once a year, except in those situations enumerated in RCW 36.70A.130(2)(a); and

WHEREAS, the proposed 2008 City of Marysville Transportation Element identifies improvement projects, programs and policies to guide the development of an integrated multi-modal transportation system through the 2035 planning horizon in order to provide a long range assessment of facility needs; and

WHEREAS, the proposed 2008 City of Marysville Transportation Element is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) RCW 36.70A, and is also consistent and compatible with state, regional, Snohomish County and adjacent local municipality transportation plans; and

WHEREAS, following public notice and comment, the City issued Addendum No. 15 to the Final Environmental Impact Statement for the City of Marysville Comprehensive Plan, on August 20, 2008, which Addendum No. 15 addresses the environmental impacts of the proposed 2008 City of Marysville Transportation Element; and

WHEREAS, the City has submitted the proposed 2008 City of Marysville Transportation Element to the Washington State Department of Trade, Community, and Economic Development for its review; and

WHEREAS, the Marysville Planning Commission held public workshops on April 8, 2008, July 22, 2008 and August 12, 2008, and held public hearings on September 9, 2008 and October 28, 2008 to accept public comment and to review the proposed 2008 City of Marysville Transportation Element; and

WHEREAS, on November 10, 2008 the Marysville City Council reviewed the Planning Commission's recommendation relating to the adoption of the 2008 City of Marysville Transportation Element as a sub-element of the City's Growth Management Comprehensive Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE,  
WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The document entitled "City of Marysville Transportation Element 2008" is hereby adopted and incorporated as a sub-element of the City's Growth Management Comprehensive Plan. A copy of said plan shall be made available for inspection and review at the office of the City Clerk and the office of Community Development.

Section 2. EFFECTIVE DATE. The effective date of this ordinance shall be January 1, 2009.

Section 3. Severability. If any section, subsection, sentence, clause, phrase or work of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

CITY OF MARYSVILLE

By: \_\_\_\_\_  
DENNIS KENDALL, MAYOR

Attest:

By: \_\_\_\_\_  
TRACY JEFFRIES, CITY CLERK

Approved as to form:

By: \_\_\_\_\_  
GRANT K. WEED, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date: January 1, 2009

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE:** November 24, 2008

<b>AGENDA ITEM:</b> 2008 Citizen-Initiated Comprehensive Plan Map Amendment No. 2 Wakefield-Lakewood (PA 08001)	<b>AGENDA SECTION:</b>	
<b>PREPARED BY:</b> Chris Holland, Senior Planner	<b>AGENDA NUMBER:</b>	
<b>ATTACHMENTS:</b> 1. Staff Recommendation, Application & Exhibits 2. PC Minutes, 5/13/08 Workshop & 9/9/08 Public Hearing 3. Adopting Ordinance	<b>APPROVED BY:</b>	
	<b>MAYOR</b>	<b>CAO</b>
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>	

Two (2) citizen-initiated Comprehensive Plan Map Amendment requests were submitted for the 2008 amendment cycle. Citizen Initiated Amendment No. 1 (“Rock Creek Rezone”) was withdrawn by the applicant (Harbour Homes) after receiving numerous letters of concern from neighboring property owners.

Citizen-initiated Comprehensive Plan Amendment No. 2, known as Wakefield-Lakewood, is a NON-PROJECT action requesting approval of a Comprehensive Plan Map Amendment and concurrent Rezone to change the land use designation of approximately 13-acres from General Commercial (GC) to High Density Multi-family (R-28). The intent of the proposed map amendment and concurrent rezone is to allow a future project-action development application, combining commercial and residential uses on the same site. However, rather than requiring the residential units above the commercial use, as required in the GC zone, the applicant is requesting a change in land use in order to incorporate multi-family development horizontally adjacent to the commercial uses.

In order to facilitate a more pedestrian oriented project-action development, Staff has recommended a change in land use from General Commercial (GC) to Mixed Use (MU). The MU land use could serve as a softening factor between the surrounding residential land uses, from the current high intensity GC land use designation as well as allow the greatest flexibility for future development of the site including apartment and townhome development, retail and professional office.

The Planning Commission (PC) held a Public Hearing on September 9, 2008 and received testimony from property owners, staff and other interested parties following public notice. The PC made a motion to approve the staff recommendation as presented, and forward onto Marysville City Council for final action.

<b>RECOMMENDED ACTION:</b> Affirm the PC’s recommendation for Citizen Initiated Comprehensive Plan Amendment No. 2.  As outlined in Chapter 18.08 MMC, the City Council at a public meeting shall consider the PC’s recommendation and vote to approve; disapprove; modify and approve as modified, or; refer it back to the PC for further proceedings.  Additionally, the City Council, at its discretion, may hold their own public hearings on the proposed amendments, subject to the notice and hearing requirements outlined in Section 18.08.020 MMC.
<b>COUNCIL ACTION:</b>



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

**REQUEST FOR AMENDMENT  
TO THE  
CITY OF MARYSVILLE COMPREHENSIVE PLAN**  
Citizen Initiated Amendment No. 2

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

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**File Number:** PA 08001-2

**Applicant:** Smokey Point Commercial, LLC

**Contact:** Daniel M. Eernisse  
Smokey Point Commercial, LLC  
1457 130<sup>th</sup> Avenue NE  
Bellevue, WA 98005  
(425) 462-8684

**Location of Proposal:** North of 172<sup>nd</sup> Street NE (SR 531), west of 27<sup>th</sup> Avenue NE, including properties located on either side of 25<sup>th</sup> Avenue NE.

**Assessor's Parcel No.:** 31052000302500, 31052000302600, 31052000302700, 31052000302800, 31052000302900, 31052000302400, 31052000303600 & 31052000304600

**Current Use:** Large-lot single-family homesites and vacant undeveloped land

**Property size:** Approximately 13-acres of a 39-acre assemblage

**Existing Land Use:** General Commercial (GC)

**Proposed Land Use:** High Density Multi-family (R-28)

**Amendment Request:** Comprehensive Plan Map Amendment and concurrent Rezone to change the land use designation from General Commercial (CG) to High Density Multi-family.

**Staff Recommendation:** Amend the Comprehensive Plan Map and concurrently Rezone approximately 13-acres from General Commercial to **Mixed Use**, subject to the condition outlined in Section III of this report.

## I. EVALUATION

**Request:** A NON-PROJECT citizen initiated action requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of approximately 13-acres of the northernmost portion of a 39-acre property assemblage from General Commercial (GC) to High Density Multi-family (R-28). The intent of the proposed map amendment and concurrent rezone, is to allow a future project action consisting of, what the applicant has described as, a horizontal mixed-use development, combining commercial and residential uses on the same site, however, rather than putting the residential use above the commercial use, the development would incorporate multi-family development horizontally adjacent to the commercial uses.

The General Commercial land use designation and implementing zoning designation of GC, prohibits townhome or multi-family units to be located on the ground floor, as proposed by the applicant, and relegates said units above ground floor commercial uses only. Subsequently, the High Density Multi-family land use designation and implementing zoning designation of R-28, permits townhome or multi-family units to be located on the ground floor, as desired by the applicant.

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

**Location of Proposal:** The proposed amendment request is site specific, encompassing approximately 13-acres of a 39-acre assemblage, made up of APN's 31052000302500, 31052000302600, 31052000302700, 31052000302800, 31052000302900, 31052000302400, 31052000303600 & 31052000304600. Specifically, the proposal is located north of 172<sup>nd</sup> Street NE (SR 531), west of 27<sup>th</sup> Avenue NE, including properties located on either side of 25<sup>th</sup> Avenue NE (see attached vicinity map).

**Surrounding Uses:** Surrounding properties to the north, within the Marysville Urban Growth Area (MUGA), are currently zoned R-8 (single-family, high-density-small lot) and developed with single-family homes on acreage lots. A portion of the northern boundary of the proposed amendment site is outside of the MUGA, within Snohomish County. These properties are currently zoned R-5 (Rural 5-acre) and developed with single-family homes on acreage lots.

Properties to the east are currently zoned R-12 (multi-family, low density) and developed with 141 detached single-family condominium units, known as Lakewood Commons. Properties to the west are currently zoned MU (mixed use) and developed with legal non-conforming single-family homes on acreage lots. The site is bounded by 172<sup>nd</sup> Street NE (SR 531) to the south. The proposed map amendment site is currently developed with four (4) single-family residences with associated out-buildings and zoned GC.

**Traffic & Circulation:** The proposed map amendment site is bounded by 172<sup>nd</sup> Street NE (SR 531) to the south, abuts 27<sup>th</sup> Avenue NE to the east and is bisected by 25<sup>th</sup> Avenue NE. 172<sup>nd</sup> Street NE is classified a principal arterial requiring 100' of ultimate right-of-way for a future 5-lane roadway section with bicycle lanes and streetscape. Additionally, 172<sup>nd</sup> Street NE is to be constructed with medians in place of two-way left turn lanes.

27<sup>th</sup> Avenue NE and 25<sup>th</sup> Avenue NE, north of 172<sup>nd</sup> Street NE, are currently designated neighborhood collector access streets with 60' of existing right-of-way. Both 27<sup>th</sup> Avenue NE and 25<sup>th</sup> Avenue NE will be required to be analyzed to determine the necessary improvements that will be required to ensure each roadway segment and intersection will operate at an acceptable level-of-service based on the number of trips generated by the future project action. Future analysis will include recommendations of right-of-way improvements, including but not limited to, dedication of additional right-of-way and signal installation or improvement.

Two (2) future east-west road connections, affecting the proposed amendment area, are identified in Figure 4-91 of the Marysville Comprehensive Plan (page 4-180 attached). One east-west connector is located at approximately the 17300 Block and the other is located at approximately the 17500 Block. The 17300 Block connector is proposed to provide east-west access from 27<sup>th</sup> Avenue NE to 19<sup>th</sup> Avenue NE. The 17500 Block connector is proposed to provide east-west access from 25<sup>th</sup> Avenue NE to 11<sup>th</sup> Avenue NE, across the BNSF railway. Future project action proposals will be required to plan for these future right-of-way road connections.

The applicant submitted a trip generation letter, prepared by TraffEx, dated January 31, 2008, in order to provide preliminary trip generation information for a future project action. Option 1 is described as development of 240 apartment units and 98,000 SF of commercial shopping. According to the trip generation letter Option 1 is anticipated to generate 4,219 average daily trips (ADT) with 189 AM peak-hour trips (AMPHT) and 327 PM peak-hour trips (PMPHT). Option 2 is described as development of 320 apartment units and 270,000 SF of commercial shopping. According to the trip generation letter Option 2 is anticipated to generate 9,321 ADT with 347 AMPHT and 739 PMPHT. A reduction for internal trips was taken for trips between the residential and retail areas per the methodology in Chapter 7 of the ITE Trip Generation Handbook and a reduction in site-generated trips was applied for pass-by trips per the methodology in Chapter 5 of the ITE.

The proposed map amendment and concurrent rezone, permitting multi-family development on the ground floor rather than above commercial uses, is not anticipated to generate additional traffic impacts than that of a project action development under current land use and zoning regulations.

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

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

The R-28 (multi-family, high density) land use designation, requested by the applicant, permits predominately apartment and townhome development at a base density of 28 dwelling units per acre. Similarly, the MU land use designation permits apartment and townhome development at a base density of 28 dwelling units per acre, and also permits commercial and office uses. This MU land use is typically assigned in areas with high vehicular and transit access and close proximity to services and employment. The purpose of the MU land use designation is to promote pedestrian character, in contrast to the GC land use designation that is automobile oriented rather than pedestrian.

Allowing a more pedestrian oriented land use, such as MU, could serve as a softening factor between the existing residential land uses to the north and east from the current high intensity GC designated properties as well as allow the greatest flexibility for future development of the site including apartment and townhome development, retail or professional offices.

**Conformance with State Environmental Policy Act:** After evaluation of the applicant's environmental checklist, supporting documentation submitted with the application, and review of information on file with the City, a Determination of Non-Significance (DNS) was issued on April 18, 2008.

## II. CONCLUSIONS

1. The applicant is requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of an approximately 13-acres of the northernmost

portion of a 39-acre property assemblage from General Commercial (GC) to High Density Multi-family (R-28).

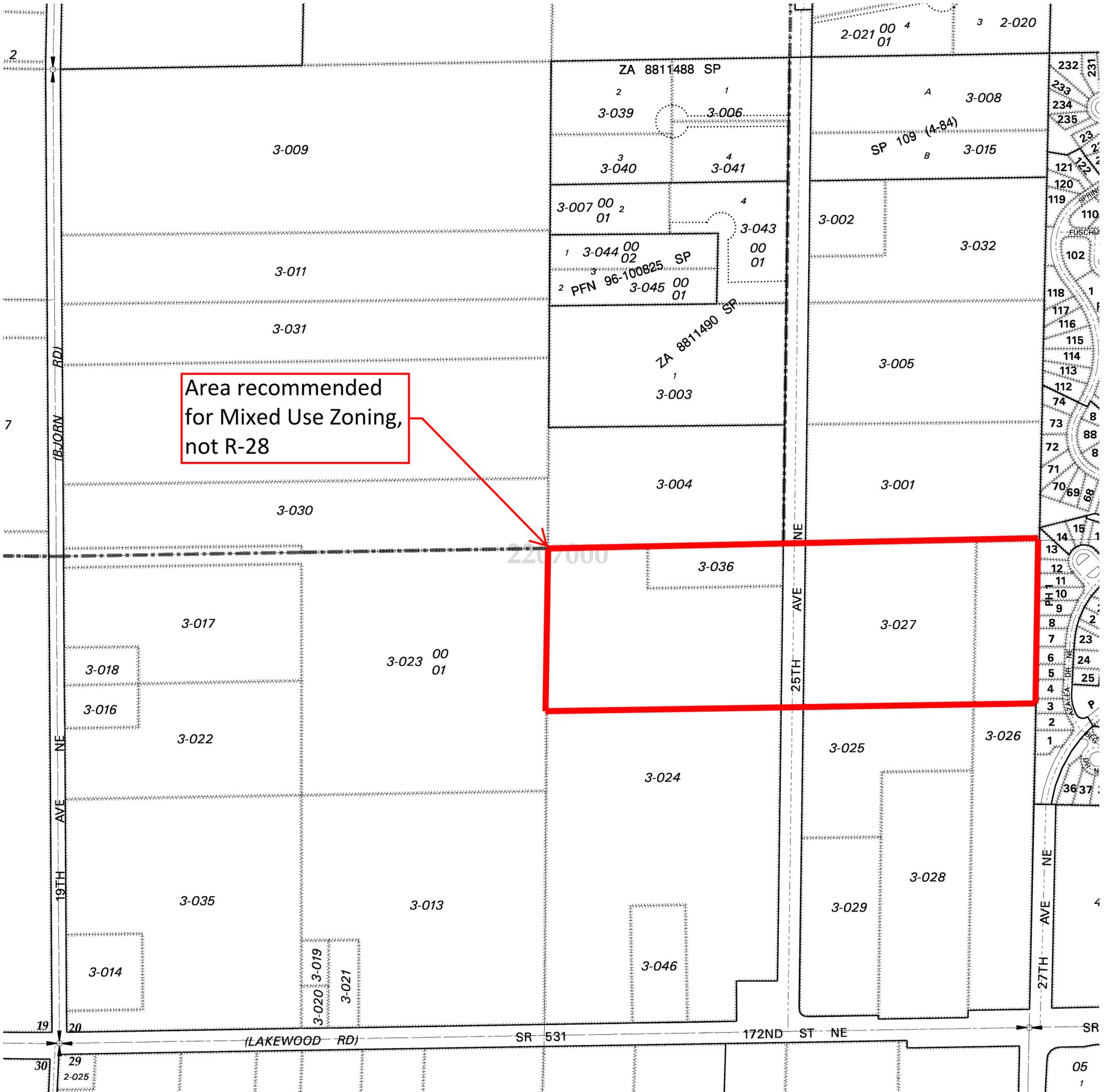
2. The proposed map amendment request is located north of 172<sup>nd</sup> Street NE (SR 531), west of 27<sup>th</sup> Avenue NE, including properties located on either side of 25<sup>th</sup> Avenue NE.
3. Surrounding properties are currently zoned R-8 (single-family, high density-small lot) R-5 (Rural 5-acre) to the north, R-12 (multi-family, low density) to the east and MU (mixed use).
4. The proposed map amendment site is currently developed with four (4) single-family residences with associated out-buildings and zoned GC.
5. The proposed map amendment site is bounded by 172<sup>nd</sup> Street NE (SR 531) to the south, abuts 27<sup>th</sup> Avenue NE to the east and is bisected by 25<sup>th</sup> Avenue NE.
6. Two (2) future east-west road connections, one located at approximately the 17300 Block and the other located at approximately the 17500 Block will require future project actions to plan for and incorporate these future road connections into project design.
7. The proposed map amendment and concurrent rezone, permitting multi-family development on the ground floor rather than above commercial uses, is not anticipated to generate additional traffic impacts than that of a project action development under current land use and zoning regulations.
8. As of the date of this report, no comments have been received from the public or surrounding property owners.
9. The MU land use designation could serve as a softening factor between the existing residential land uses to the north and east from the current high intensity GC designated properties as well as allow the greatest flexibility for future development of the site including apartment and townhome development or professional offices.
10. A DNS was issued on April 18, 2008.

### III. STAFF RECOMMENDATION

Based on the above stated findings and conclusions CD recommends **APPROVAL** of the NON-PROJECT action request, amending the Comprehensive Plan Map and Concurrently Rezoning the approximately 13-acres of the northernmost portion of a 39-acre property assemblage from General Commercial (GC) to Mixed Use (MU), subject to the following condition:

**Future project actions will require the applicant to plan for and incorporate into project design, two (2) east-west road connections, one located at approximately the 17300 Block and the other located at approximately the 17500 Block. The City Engineer shall have the final authority on the design and location of the roadway connections.**

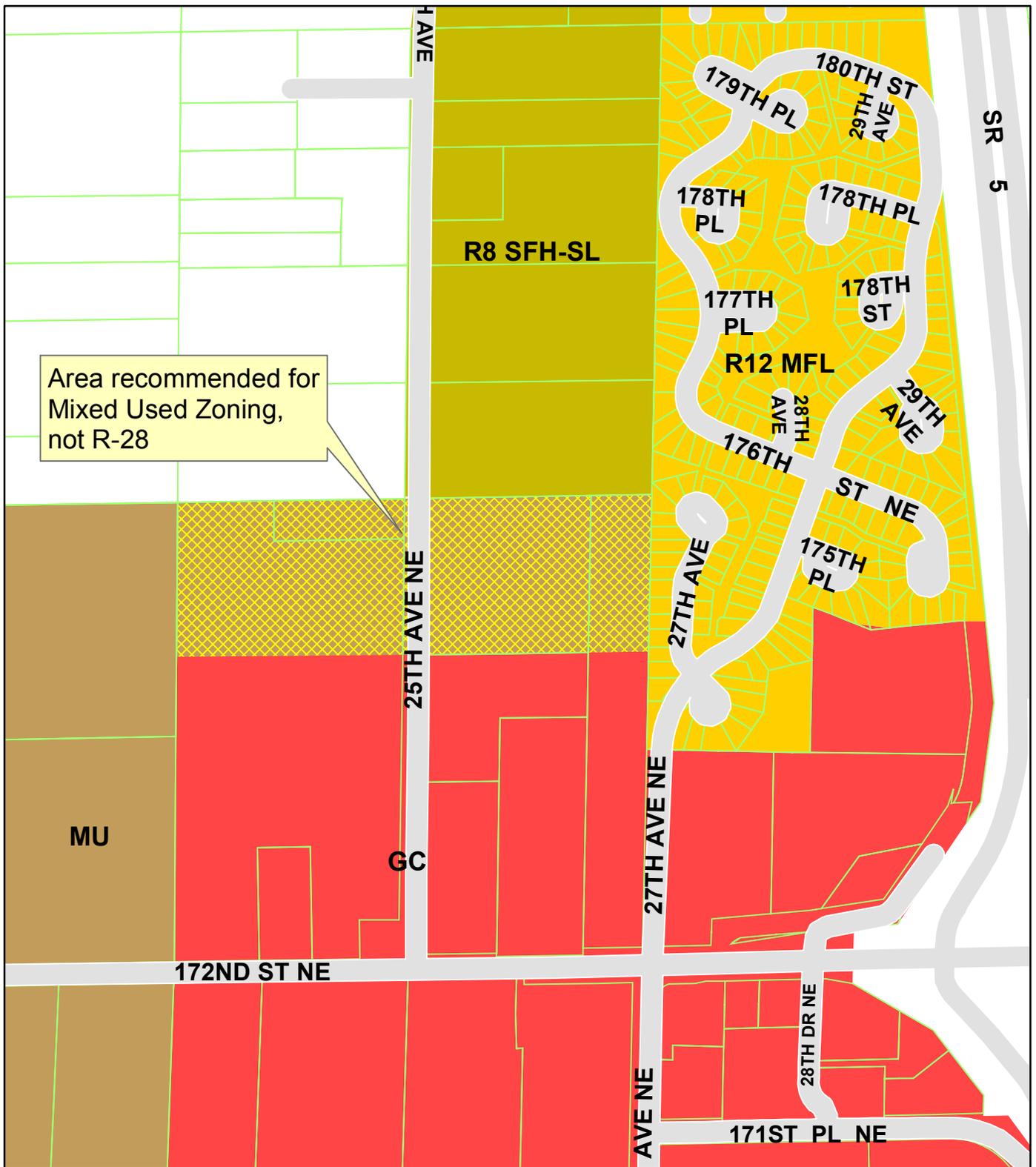
NW-20-31-05



Area recommended  
for Mixed Use Zoning,  
not R-28

SE-19-31-05

SE-20-31-05



2008 Marysville Comprehensive Plan  
and Official Zoning Map Amendment

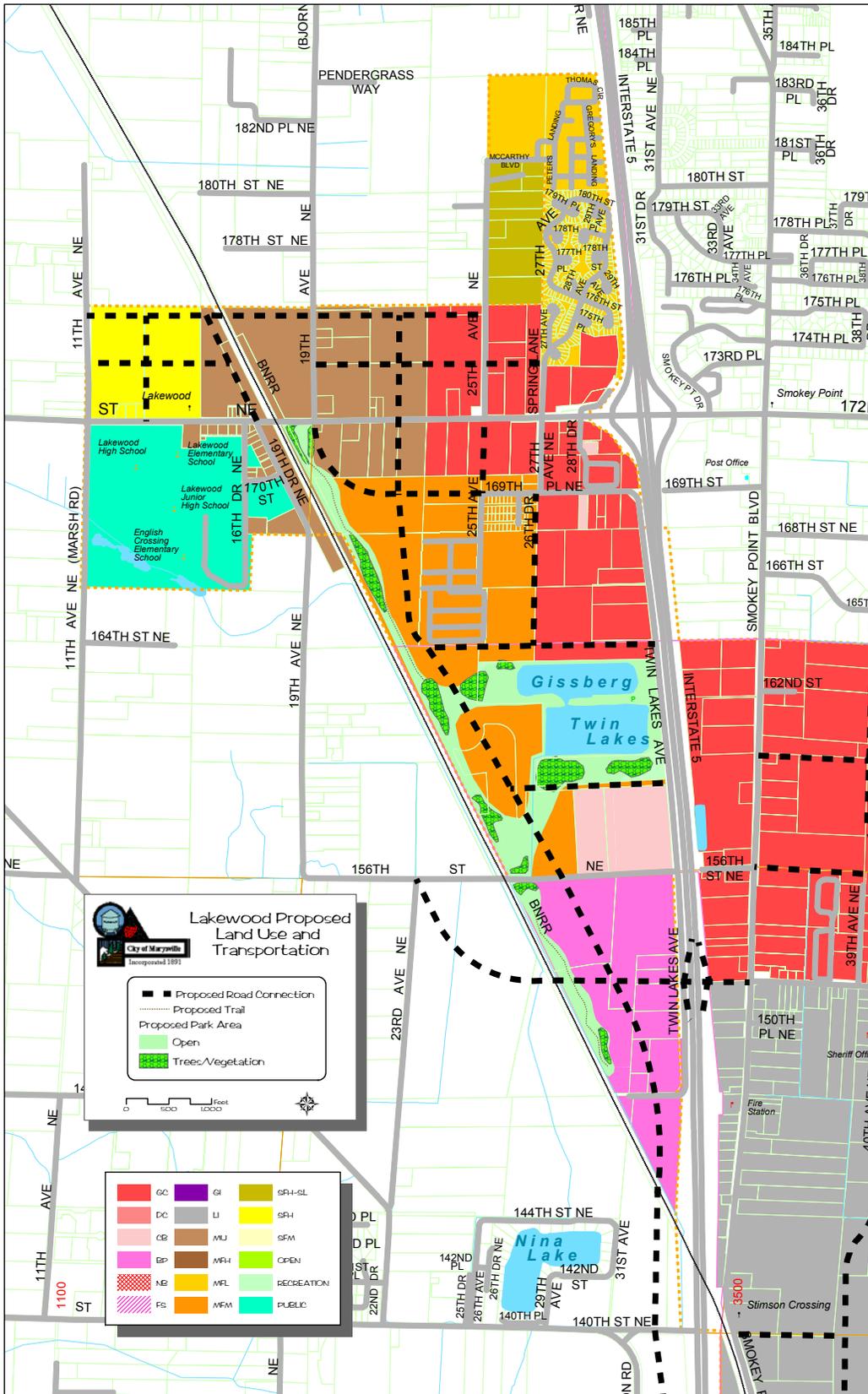
**EXHIBIT B**



MU - MIXED USE  
GC - GENERAL COMMERCIAL

MFL - MULTI-FAMILY LOW  
R8 SFH-SL - SINGLE FAMILY HIGH- SMALL LOT

Figure 4-91 Lakewood Master Plan



Land Use Element  
4- 180

Marysville Integrated Comprehensive Plan, Development Regulations and FEIS



# WAKEFIELD

January 31, 2008

Cheryl Dungan  
City of Marysville, Community Development  
80 Columbia Ave  
Marysville, WA 98270

**RE: Wakefield Lakewood Comprehensive Plan Rezone**

Dear Ms. Dungan,

Attached to this letter is the Comprehensive Plan Rezone of Smokey Point Commercial, LLC, which I represent. Our goal in this process is to be able to rezone part of our property on 172<sup>nd</sup> Street NE to an R-28 multi-family residential zoning.

We are asking that the exact area and amount of R-28 zoning remain flexible, specifying the area as “no more than 13 acres of the approximately 19 or 39-acre parcel.” This flexible language at the beginning of the process would be tightened as we submit for a land use permit, but it allows for sufficient review of the concept and its impacts, and it allows for more site-specific planning as tenants sign leases and as sensitive areas and storm water ponds are located.

When complete, our project would function as a horizontal mixed-use zone, combining commercial and residential uses on the same site. However, rather than putting the residential use above the commercial, we would put it horizontally next to it. This allows for more “bang-for-the-buck” construction while achieving many of the desirable synergies of mixed-use urban villages. Frankly, we do not believe that vertical mixed-use is justified in the Marysville market at this time; however, horizontal mixed-use makes sense.

In order to show more effectively what we are proposing, we have created two options for review. These can be viewed in color on the 11 x 17 color site plans submitted with this application. Both options assume under 13-acres of R-28 zoning.

- 1) A 39-acre site encompassing the entire project with the R-28 zoning spread across the two sites. Currently we are in contract with the land owner for the 20 acre parcel to the west of 25<sup>th</sup> Ave NE, and this option includes that site.
- 2) A 19-acre site with all of the R-28 zoning on the site we currently own between 25<sup>th</sup> & 27<sup>th</sup> Ave NE.

**RECEIVED**

JAN 31 2008

1461 130th Avenue NE, Bellevue, WA 98005  
Phone: 425.462.8684 Fax: 425.454.8237 mail@wakefieldproperties.net

CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT  
**EXHIBIT**

A Real Estate Development Company.

Section 19.54.070 of the Marysville Municipal Code reads as follows:

A zone reclassification shall be granted only if the applicant demonstrates that the proposal is consistent with the comprehensive plan and applicable functional plans and complies with the following criteria:

- (1) There is a demonstrated need for additional zoning as the type proposed;
- (2) The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties;
- (3) There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification;
- (4) The property is practically and physically suited for the uses allowed in the proposed zone reclassification. (Ord. 2131, 1997).

We believe that an R-28 rezone of our property more than meets these requirements. We have listed four reasons that correspond to the requirements above.

- 1) High-quality multi-family housing is needed, especially in the northern part of Marysville where many retail jobs have been created by the recent completion of Lakewood Commons, not to mention the tribe's casino property and other new retail properties such as the Gateway Center. Mr. Tom Hoban of Coast Management is a local expert in multi-family housing, and he has written a letter in support of our application. In it he describes the need for high-quality rental housing and the different element it would lend to the area. The Comp Plan – while anticipating a great deal of growth in the Lakewood area – did not zone for R28 single-use multi-family. On the other hand, a great deal of growth has already occurred in the retail/commercial sector in Lakewood, meeting many – if not all – of the Comp Plan's goals. Therefore, the trade-off of up to 13 acres of General Commercial in Lakewood for high-density residential supports the overall goals of the Comprehensive Plan.
- 2) The surrounding properties that lie within the City of Marysville are very compatible with high-density multifamily we propose. First, the elephant in the room is the I-5 freeway interchange at 172<sup>nd</sup> St NE, only a block from our site. Locating high-density residential near a freeway interchange is a proven consistent and compatible use. The residential to the north and northeast of the project is also multi-family, although not as dense as what is proposed. This gradation of density between General Commercial and residential is also a proven consistent and compatible use. To the south east and south, the property is zoned and developing as GC retail centers. This, too, is compatible, as the housing we envision would support and provide a synergistic relationship with retail use. Finally, our property will be a “horizontal mixed-use” project, with commercial and residential interacting horizontally. This is very compatible with the properties to the west, which are zoned Mixed-Use, but envisioned as more vertically mixed-use.

- 3) Our property was only incorporated into the city a couple years ago. Who would have thought that so much could change so quickly? The presence of Costco, Target, Marshalls, the Casino, the Casino's hotel, Kohl's, Petsmart, etc., could not be more dramatic. Again, as described in #1 above, many of the retail goals of the Comprehensive Plan have been reached in just 2 – 3 years of adoption. However, the residential growth is still coming. Given the rule of thumb that every 1,000sf of retail creates approximately 2.5 jobs, there has been an enormous surge of employment opportunities in and around Lakewood. These jobs, though, are not generally going to support single-family housing starts. Instead, the employees are going to be looking for quality rental housing nearby their workplace. Providing 240 – 325 units within walking distance of Lakewood Common, the Smokey Point commercial strip, and our own commercial development is not only consistent with the change that has happened, but it is practically demanded by it.
  
- 4) Our site is ideally physically suited to have no more than 13 acres be rezoned R28 residential because it will put less stress on the local peak traffic patterns than would GC, it will provide walking-distance housing for the area, and it will possibly take advantage of sensitive areas in a way that General Commercial would not. On a practical level, the flatness of the site makes construction efficient and less obtrusive, the distance of the north end of our site from 172<sup>nd</sup> St NE is not ideal for retail tenants but terrific for residential, and a high-quality apartment community needs drive-by exposure to be successful, and this site certainly has it.

On behalf of Smokey Point Commercial, LLC, then, I submit this application for a rezone of no more than 13 acres of our property. The application includes the following:

The original and six copies of the

- The SEPA checklist
- Sample residential building elevation

Four copies of

- The wetland sketch provided by Talasaea
- The geotechnical study provided by Earth Solutions on the 19-acre parcel
- The traffic trip analysis provided by TraffEx

Twenty full-size copies and one 11 x 17 reduction of

- Option 1 & Option 2 showing conceptual site plans
- A boundary-topo survey of the 19-acre parcel (no similar document has been prepared for the 20-acre property under contract)

Twenty 11 x 17 color copies of the two options showing the zoning in colors similar to the City of Marysville's zoning designations

In addition, the following are provided:

- Title report & Affidavit of Ownership for the 20-acre property owned by the Gays, etc.
- Title report & Affidavit of Ownership for the 19-acre property owned by Smokey Point Commercial, LLC
- The power of attorney document provided by the Gay's property
- Parcel map of surrounding properties within 300 feet
- Checklist for Rezone customized by Chris Holland, City of Marysville
- Master Permit Application
- Application for Amendment to Marysville Comp Plan
- SEPA Checklist fee of \$1,500
- Comp Plan Rezone fee of \$5,000

Please consider my application carefully, and let me know if there is any other document I need to provide to make this application more likely to be accepted.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Eernisse", written in a cursive style.

Daniel M. Eernisse  
Smokey Point Commercial, LLC

FOR AGENCY USE ONLY

DATE: \_\_\_\_\_

FILE NUMBER: \_\_\_\_\_

APPLICATION FEE: \_\_\_\_\_

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

PLEASE TYPE

Owner

Applicant

Contact Person  
(if different than owner or applicant)

Name:	Smokey Point Commercial, LLC		Daniel M. Eernisse
Mailing Address:	1457 - 130th Ave NE		
City, State, Zip:	Bellevue WA 98005		
Phone/business:	425-462-8684		
Phone/home:	FAX 425-454-8237		cell: 206-356-2021

Relation of Applicant to property (check one) :

Owner [] Contract Purchaser [  ] Lessee [  ] Other (specify) \_\_\_\_\_

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

Address and general location of property (including nearest intersection): \_\_\_\_\_

19 acres between 25th Ave NE & 27th Ave NE north of 172nd St NE

Section 20 Township 31N Range 5 E

Legal description of property: Please see attached survey for complete legals of all five parcels

**EXHIBIT**  
3

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

310520 - 003 - 025 -	310520 - 003 - 028 - 00	
310520 - 003 - 026 - 00	310520 - 003 - 029 - 00	
310520 - 003 - 027 - 00		

Approximate acreage: 19

Present use of property: one SF home with outbuildings

Present zoning: GC

Source of water supply, and name of water district, if any: \_\_\_\_\_

Method of sewage disposal, and name of sewer district, if any: \_\_\_\_\_

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

- Rezone                     Shoreline Management                     Variance                     Annexation
- Preliminary Plat             Shoreline Management Variance             Plan Modification             Critical Areas Review
- Conditional Use             Shoreline Conditional Use             Plat Modification
- Comprehensive Plan Amendment             Preliminary Short Plat             Other \_\_\_\_\_

Please explain your request or proposed use: to rezone no more than 13 acres to R28 in order to build a multi-family apartment development.

**PLEASE FILL IN ALL APPROPRIATE SECTIONS**

**REZONE APPLICATIONS ONLY**

Requested zoning: R28

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

If yes, who? \_\_\_\_\_

**PLAT APPLICATIONS ONLY**

Plat name: \_\_\_\_\_ Number of lots: \_\_\_\_\_

County Assessor verification [Completed by City] \_\_\_\_\_

**A NOTARIZED AFFIDAVIT IS REQUIRED TO BE FILLED OUT BY ALL PERSONS HAVING AN OWNERSHIP INTEREST IN THE SUBJECT PROPERTY, AND THE APPLICANT, IF DIFFERENT THAN THE PROPERTY OWNER(S).**

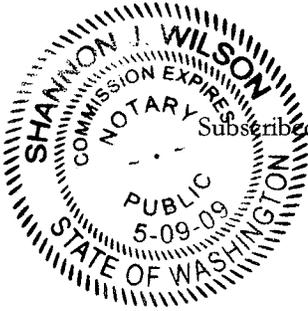
STATE OF WASHINGTON )

County of Snohomish ) ss

I (We) Douglas W. Purcell, as POA for all title holders, being duly sworn, depose and say that I am (we are) the OWNER (s) of the property involved in this application, and that I (we) have familiarized myself (ourselves) with the rules and regulations with respect to preparing and filing this application and that the statements and information submitted herewith are in all respects true and correct to the best of my (our) knowledge and belief.

Signed: *Douglas W. Purcell*  
Property Owner

Subscribed and sworn to before me this 31<sup>st</sup> day of January, 2008



*Shannon J. Wilson*  
Notary Public in and for the State of Washington,  
residing at Lynnwood

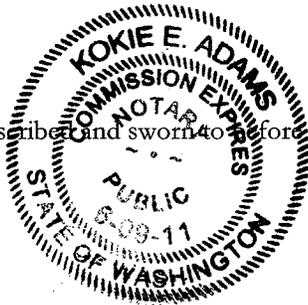
STATE OF WASHINGTON )

) ss

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

Signed: *Daniel Eernisse*  
~~Property Owner~~ APPLICANT

Subscribed and sworn to before me this 31<sup>st</sup> day of January, 2008



*Katie E. Adams*  
Notary Public in and for the State of Washington,  
residing at Seattle

**RECEIVED**  
JAN 31 2008  
CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT

**A NOTARIZED AFFIDAVIT IS REQUIRED TO BE FILLED OUT BY ALL PERSONS HAVING AN OWNERSHIP INTEREST IN THE SUBJECT PROPERTY, AND THE APPLICANT, IF DIFFERENT THAN THE PROPERTY OWNER(S).**

STATE OF WASHINGTON )

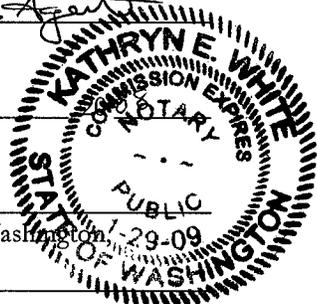
) ss

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

Signed: Smokey Point Commercial, LLC  
[Signature], Its Agent  
Property Owner

Subscribed and sworn to before me this 31<sup>st</sup> day of January

Kathryn E. White  
Notary Public in and for the State of Washington, 1-29-09  
residing at Lynnwood, WA



STATE OF WASHINGTON )

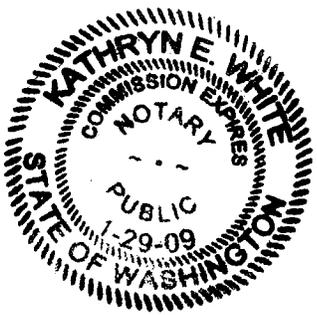
) ss

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

Signed: [Signature]  
Property Owner APPLICANT FOR GAYS' PROPERTY

Subscribed and sworn to before me this 31<sup>st</sup> day of January, 2008

Kathryn E. White  
Notary Public in and for the State of Washington,  
residing at Lynnwood, WA



**RECEIVED**  
JAN 31 2008  
CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT

FOR AGENCY USE ONLY

DATE: \_\_\_\_\_

FILE NUMBER: \_\_\_\_\_

APPLICATION FEE: \_\_\_\_\_

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

PLEASE TYPE

Owner

Applicant

Contact Person  
(if different than owner or applicant)

Name:	see below	Smokey Point Commercial, LLC	Daniel M. Eernisse
Mailing Address:	c/o Doug Purcell Purcell & Adams, PLLC	1457 - 130th Ave NE	see applicant
City, State, Zip:	7127-196th SW, ste201	Bellevue WA 98005	
Phone/business:	Lynnwood, WA 98036-5078	425-462-8684	
Phone/home:	425-774-0444	FAX 425-454-8237	cell: 206-356-2021

Relation of Applicant to property (check one) :

Owner [ ] Contract Purchaser [x] Lessee [ ] Other (specify) \_\_\_\_\_

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

Doug Purcell has power of attorney on behalf of the owners:

Nicholas Gay; Timothy & Darlene Gay; Michael Gay; Patricia Brandstrom; Fredda Smith

Address and general location of property (including nearest intersection): \_\_\_\_\_

3 homes 20 acres west of 25th Ave NE north of 172nd St NE

Section 20 Township 31N Range 5 E

Please see attached survey for complete legals of all three parcels

Legal description of property: \_\_\_\_\_

**RECEIVED**

JAN 31 2008

CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT

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

310520 - 003 - 024 - 00		
310520 - 003 - 036 - 00		
310520 - 003 - 046 - 00		

Approximate acreage: 20

Present use of property: two SF home with outbuildings

Present zoning: GC

Source of water supply, and name of water district, if any: well

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

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

- Rezone                     Shoreline Management                     Variance                     Annexation
- Preliminary Plat             Shoreline Management Variance             Plan Modification             Critical Areas Review
- Conditional Use             Shoreline Conditional Use             Plat Modification
- Comprehensive Plan Amendment             Preliminary Short Plat             Other \_\_\_\_\_

Please explain your request or proposed use: to rezone no more than 13 acres to R28 in order to build a multi-family apartment development.

PLEASE FILL IN ALL APPROPRIATE SECTIONS

REZONE APPLICATIONS ONLY

Requested zoning: R28

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

If yes, who? \_\_\_\_\_

PLAT APPLICATIONS ONLY

Plat name: \_\_\_\_\_ Number of lots: \_\_\_\_\_

County Assessor verification [Completed by City] \_\_\_\_\_

FOR AGENCY USE ONLY

DATE: \_\_\_\_\_

FILE NUMBER: \_\_\_\_\_

APPLICATION FEE: \_\_\_\_\_

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

PLEASE TYPE

Owner

Applicant

Contact Person  
(if different than owner or applicant)

Name:	see below	Smokey Point Commercial, LLC	Daniel M. Eernisse
Mailing Address:	c/o Doug Purcell Purcell & Adams, PLLC	1457 - 130th Ave NE	see applicant
City, State, Zip:	7127-196th SW, ste201	Bellevue WA 98005	
Phone/business:	Lynnwood, WA 98036-5078	425-462-8684	
Phone/home:	425-774-0444	FAX 425-454-8237	cell: 206-356-2021

Relation of Applicant to property (check one) :

Owner [ ] Contract Purchaser [x] Lessee [ ] Other (specify) \_\_\_\_\_

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

Doug Purcell has power of attorney on behalf of the owners:

Nicholas Gay; Timothy & Darlene Gay; Michael Gay; Patricia Brandstrom; Fredda Smith

Address and general location of property (including nearest intersection): \_\_\_\_\_

3 homes 20 acres west of 25th Ave NE north of 172nd St NE

Section 20 Township 31N Range 5 E

Please see attached survey for complete legals of all three parcels

Legal description of property: \_\_\_\_\_

**RECEIVED**

**JAN 31 2008**

**CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT**

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

310520 - 003 - 024 - 00		
310520 - 003 - 036 - 00		
310520 - 003 - 046 - 00		

Approximate acreage: 20

Present use of property: two SF home with outbuildings

Present zoning: GC

Source of water supply, and name of water district, if any: well

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

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

- Rezone                     Shoreline Management                     Variance                     Annexation
- Preliminary Plat             Shoreline Management Variance             Plan Modification             Critical Areas Review
- Conditional Use             Shoreline Conditional Use             Plat Modification
- Comprehensive Plan Amendment             Preliminary Short Plat             Other \_\_\_\_\_

Please explain your request or proposed use: to rezone no more than 13 acres to R28 in order to build a multi-family apartment development.

**PLEASE FILL IN ALL APPROPRIATE SECTIONS**

**REZONE APPLICATIONS ONLY**

Requested zoning: R28

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

If yes, who? \_\_\_\_\_

**PLAT APPLICATIONS ONLY**

Plat name: \_\_\_\_\_ Number of lots: \_\_\_\_\_

County Assessor verification [Completed by City] \_\_\_\_\_

POWER OF ATTORNEY  
GAY PROPERTY

**EXHIBIT A  
LEGAL DESCRIPTION**

**Tax Parcel Number 31052000302400:**

The West half of the Southeast quarter of the Southwest quarter of Section 20, Township 31 North, Range 5 East, W.M., in Snohomish County, Washington,

EXCEPT that portion lying within 172<sup>nd</sup> Street N.E.,  
AND EXCEPT the following described tract

The North 110 feet of the East 426 feet as measured parallel to the North and East line of the West half of the Southeast quarter of said Section 20, Township 31 North, Range 5 East, W.M.,  
AND EXCEPT the East 30 feet of said West half conveyed to Snohomish County for road under Recording No. 7708170197,

AND EXCEPT the North 110 feet of the South 140 feet of the West 110 feet of the East 140 feet of said West half conveyed to Snohomish County under Recording No. 9304070110

AND EXCEPT the North 290.32 feet of the South 320.32 feet of the East 150.00 feet of the West 385.00 feet of said West half. Situate in Snohomish County, Washington.

**Tax Parcel Number 31052000304600:**

The South 320.32 feet of the East 150 feet of the West 385 feet of the West Half of the Southeast quarter of the Southwest quarter of Section 20, Township 31 North, Range 5 East, W.M.,  
EXCEPT that portion lying within 172<sup>nd</sup> Street N.E. Situate in Snohomish County, Washington.

**Tax Parcel Number 31052000303600:**

The North 110 feet of the East 396 feet of the Northwest quarter of the Southeast quarter of the Southwest quarter of Section 20, Township 31 North, Range 5 East, W.M., EXCEPT the East 30 feet dedicated to Snohomish County for road purposes per QCD 1165/561 situate in Snohomish County, Washington.

RECEIVED

JAN 31 2008

CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT  
EXHIBIT

2

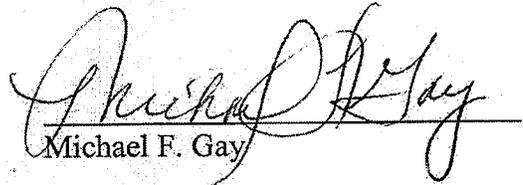
**IRREVOCABLE LIMITED POWER OF ATTORNEY  
FOR THE SALE OF REAL ESTATE  
FOR MICHAEL F. GAY**

I, MICHAEL F. GAY, of Snohomish County, Washington, hereby appoint and constitute DOUGLAS W. PURCELL ("Agent") as my true and lawful attorney-in-fact, granting Agent full power and authority for me and in my name, place and stead to execute any and all documents necessary to effectuate the listing, negotiations and any sale documents on my behalf for my interest in the property legally described on **Exhibit A** attached hereto (the "Property").

I further give and grant to Agent full power and authority to do and perform each and every act and thing whatsoever requisite, necessary, incident or convenient to consummate any transactions related to Property, as fully to all intents and purposes as I might or could do if personally present.

I hereby ratify and confirm all that Agent shall lawfully do or cause to be done by virtue of the aforesaid power of attorney. It is understood that the aforesaid power of attorney shall survive assignment by me of the whole or any part of my interest in the Property, and nothing herein contained shall require any person to investigate the authority of Agent to sign any instrument executed pursuant to the authority of this power of attorney. This constitutes a power of attorney coupled with an interest and a durable power of attorney and shall not be affected by my disability or death.

DATED this 17 day of October, 2007.

  
Michael F. Gay

STATE OF WASHINGTON            )  
  ) ss.  
COUNTY OF Snohomish        )

On this \_\_\_\_ day of October, 2007 before me, a Notary Public in and for the State of Washington, personally appeared Michael F. Gay, to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above written.

ALBERT ARMSTRONG NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES FEBRUARY 28, 2011	Name: <u>ALBERT ARMSTRONG</u> Notary Public in and for the State of Washington, residing at <u>BRIER</u> My commission expires: <u>2/28/11</u>
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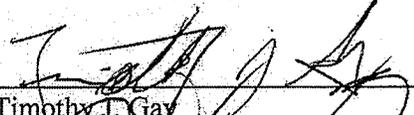
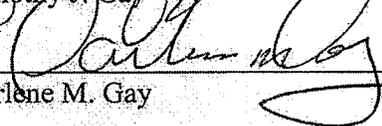
**IRREVOCABLE LIMITED POWER OF ATTORNEY  
FOR THE SALE OF REAL ESTATE  
FOR TIMOTHY J. GAY and DARLENE M. GAY**

We, TIMOTHY J. GAY and DARLENE M. GAY, of Snohomish County, Washington, hereby appoint and constitute DOUGLAS W. PURCELL ("Agent") as our true and lawful attorney-in-fact, granting Agent full power and authority for us and in our name, place and stead to execute any and all documents necessary to effectuate the listing, negotiations and any sale documents on our behalf for our interest in the property legally described on **Exhibit A** attached hereto (the "Property").

We further give and grant to Agent full power and authority to do and perform each and every act and thing whatsoever requisite, necessary, incident or convenient to consummate any transactions related to Property, as fully to all intents and purposes as we might or could do if personally present.

We hereby ratify and confirm all that Agent shall lawfully do or cause to be done by virtue of the aforesaid power of attorney. It is understood that the aforesaid power of attorney shall survive assignment by us of the whole or any part of our interest in the Property, and nothing herein contained shall require any person to investigate the authority of Agent to sign any instrument executed pursuant to the authority of this power of attorney. This constitutes a power of attorney coupled with an interest and a durable power of attorney and shall not be affected by our disability or death.

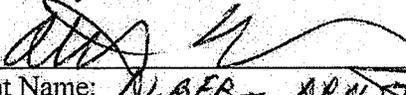
DATED this \_\_\_ day of October, 2007.

  
 \_\_\_\_\_  
 Timothy J. Gay  
  
 \_\_\_\_\_  
 Darlene M. Gay

STATE OF WASHINGTON )  
 ) ss.  
 COUNTY OF Snohomish )

On this \_\_\_ day of October, 2007 before me, a Notary Public in and for the State of Washington, personally appeared Timothy J. Gay and Darlene M. Gay, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above written.

  
 \_\_\_\_\_  
 ALBERT ARMSTRONG Print Name: ALBERT ARMSTRONG  
 NOTARY PUBLIC Notary Public in and for the State  
 STATE OF WASHINGTON of Washington, residing at BRIER  
 COMMISSION EXPIRES My commission expires: 2/11/11  
 FEBRUARY 28, 2011

COPY





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

**APPLICATION FOR AMENDMENT TO  
THE MARYSVILLE COMPREHENSIVE PLAN**

**Section I**

(Please type or print legibly)

Name of Proponent: Daniel Eernisse  
Smokey Point Commercial, LLC  
Address: A.K.A. Wakefield Properties  
1457 - 130th Ave NE, Bellevue, WA 98005  
Telephone: 425-462-8684 FAX 425-454-8237 dan@wakefieldproperties.net  
Representative (if different from Proponent):  
Address:  
Telephone:  
Signature: \_\_\_\_\_

**Section II**

- A. Is the proposed amendment a change to: Check one
- 1. Land Use Map designation only?   x
  - 2. Text amendment only?
  - 3. Both the text and Land Use Map

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

C. Indicate the following:

- 1. Property location or description - Approximately 39 acres north of 172nd St NE west of 27th Ave NE. 19 acres is between 27th & 25th Ave NE, and 20 acres is directly
- 2. Size of property in acres - west of 25th Ave NE.

**RECEIVED**  
JAN 31 2008  
CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT

**EXHIBIT**  
4

- 3. Existing Land Use designation - GC: General Commercial
- 4. Existing zoning of the property - GC: General Commercial
- 5. Proposed Land Use designation - R-28 of no more than 13 acres of the northern portion of the property
- 6. Proposed Zoning - R-28 of no more than 13 acres of the northern portion of the property
- 7. Current and projected population density in the general area - Unknown.

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

- 1. North
  - a. Comprehensive Plan Land Use designation: Eastern: R8  
Western: unincorporated
  - b. Current Zoning: same zoning
  - c. Current use of property: Eastern: single-family  
Western: single-family
- 2. South
  - a. Comprehensive Plan Land Use designation: GC - General Commercial
  - b. Current Zoning: GC - General Commercial
  - c. Current use of property: Vacant
- 3. East
  - a. Comprehensive Plan Land Use designation: Southern: GC  
Northern: Multi-family R-12
  - b. Current Zoning: (same zoning)
  - c. Current use of property: Southern - GC project under development  
Northern - Single-family
- 4. West
  - a. Comprehensive Plan Land Use designation: Mixed Use
  - b. Current Zoning: Mixed Use
  - c. Current use of property: Single family rural

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

properties? Please explain.

No such need or pressure is anticipated. In fact, the proposed change would provide a less dramatic transition from single-family (to the north and north east) to the current zoning of General Commercial.

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

I believe no change to the text is required. We are seeking the change for market considerations: first, many retail & casino jobs were created in nearby areas that makes affordable rental housing more attractive; second, our survey of commercial tenants indicates that the northern part of the property is too far from 172nd to be viable as a commercial site for all but a few tenants.

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

As noted previously, most jurisdictions would consider R-28 a transitional zoning on the edge of General Commercial moving toward lower density residential. Therefore, we believe that the proposed measure would actually make the entire project more compatible with the surrounding residential uses to the north & northeast; the other directions are already commercial.

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

Marysville projects strong population growth in the near future. The Comp Plan envisions Lakewood growing from 1328 - 4274 in 2025, with dwellings growing from 501 - 1909 in that period. This proposals helps to meet this vision by providing 200 - 300 dwelling units, and these being relatively affordable units suitable for retail/casino employees.

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

The 2005 Comp Plan states that there are 415.6 buildable acres of GC and 58.8 acres of buildable R28. However, none of R28 is in Lakewood (or north of 80th, for that matter), while much of the GC is in Lakewood & Smokey Point.

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

change you are requesting.

We have attached a wetlands sketch of the area, a letter from TraffEx calculating the daily trips, a geo-technical study of the eastern site, a letter from Tom Hoban of Coast Management, an expert in multi-family marketing.

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

By combining R-28 with GC zoning, we create a mixed-use development with many of the urban-village synergies recognized as desirable. We meet the needs for affordable housing, and we provide a welcome economic engine where currently none exists. Finally, mixing multi-family housing with commercial gives a softened look to the area. BTW, effect should be spelled affect in this paragraph (not in L.).

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

Open space would be provided in both GC & R28 zoning, and sensitive areas would be carefully managed in both zonings. However, R-28 zoning is conducive to many site-planning methods that make both sensitive areas & open space into amenities. No streams are affected by either zoning on these properties.

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

R28 is a less intensive traffic use than GC, therefore we anticipate less traffic by our proposal. However, the impact on schools, parks, recreational facilities, and public transportation would all be increased by our proposal. We anticipate mitigation charges will help pay for the costs to these stakeholders.

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

We have described already that the 2005 Comp Plan views Lakewood as a significant residential growth area. Our proposal helps the City meet this plan while continuing the success of the commercial development in Smokey Point.

January 31, 2008

Mr. Dan Eernisse  
WAKEFIELD PROPERTIES  
1461 - 130th Ave NE,  
Bellevue WA 98005

Re: Smokey Point Mixed Use Site  
Trip Generation

Dear Mr. Eernisse:

We are pleased to submit this trip generation letter report for the proposed Smokey Point Mixed Use Site located on the northwest corner of the 172<sup>nd</sup> St, NE/27<sup>th</sup> Ave. NE intersection in the City of Marysville on the west side of I-5. We understand there are currently two potential options for the site. Both options consist of a combination of retail and residential uses.

### **PROJECT DESCRIPTION**

Figure 1 is a vicinity map showing the location of the site and the surrounding major street network.

Figure 2 shows the preliminary site plans for the site options 1 and 2. The site is located on the northwest corner of the 172<sup>nd</sup> St, NE/27<sup>th</sup> Ave. NE intersection.

The two primary land uses of the site are residential apartments located on the northern portion of the site and a retail area located on the southern portion of the site. Specific retail uses are not identified at this time and therefore the retail area is considered as a generic shopping center land use. The preliminary plans for the two site options consist of the following uses:

- Option 1: 240 apartment units  
98,000 sf of shopping center
  
- Option 2: 320 apartment units  
270,000 sf of shopping center

### **TRIP GENERATION**

Table 1 shows the calculated vehicular trips during an average weekday and during the AM and PM street traffic peak hours for the site options 1 and 2 and is summarized as follows:

	<i>Option 1</i>	<i>Option 2</i>
Average Daily Trips	4216	9321
AM Peak Hour Trips	189	347
PM Peak Hour Trips	327	739

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the study site. These trip generation values account for all site trips made by all vehicles for all purposes, including commuter, visitor, customer, and service and delivery vehicle trips.

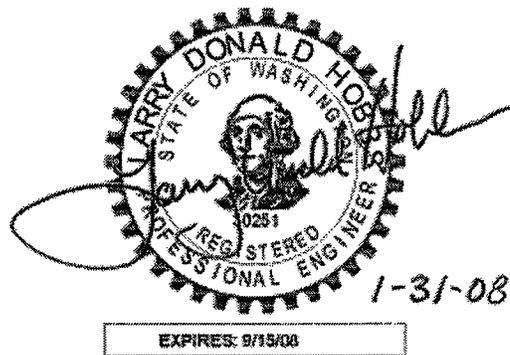
The trip generation is calculated using the average trip rates in the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition, 2003 for the land uses shown in Table 1. Shopping Center trip rates (land use code 820) were used for the retail area since specific retail uses have not yet been identified.

The rates published for each land use in Trip Generation represent the total trips for each land use independently. A reduction for internal trips was taken for trips between the residential and retail areas per the methodology in Chapter 7 of ITE Trip Generation Handbook. No reduction for internal trips between retail-to-retail land uses was taken since the trip generation rates for the Shopping Center land use already reflect the multi-use nature.

A reduction in site-generated trips was also applied to account for pass-by trips. A pass-by trip is an existing trip on an adjacent street that is passing by the site, stops at the site and then resumes the trip. Chapter 5 of the ITE Trip Generation Handbook was used to estimate the percentage of pass-by trips for the retail area. No pass-by reduction was applied to the residential area.

If you have any questions, please call 425-522-4118. You may also contact us via e-mail at [vince@nwtraffex.com](mailto:vince@nwtraffex.com) or [larry@nwtraffex.com](mailto:larry@nwtraffex.com).

Very truly yours,



Vincent J. Geglia  
 Principal  
 TraffEx

Larry D. Hobbs, P.E.  
 Principal  
 TraffEx

**TABLE 1  
VEHICULAR TRIP GENERATION  
SMOKEY POINT MIXED USE SITE**

**SITE OPTION 1**

LAND USE	ITE CODE	QUANTITY	UNITS	AVERAGE DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
APARTMENTS	220	240	UNITS	1613 rate=6.72	24 20%	98 80%	122 rate=.51	97 65%	52 35%	149 rate=.62
MINUS INTERNAL TRIPS				-105	0	0	0	-23	-16	-39
MINUS PASS BY TRIPS (0%)				0	0.0	0.0	0.0	0.0	0.0	0.0
<b>SUBTOTAL</b>				<b>1508</b>	<b>24.0</b>	<b>98.0</b>	<b>122.0</b>	<b>74.0</b>	<b>36.0</b>	<b>110.0</b>
SHOPPING CENTER	820	98.000	1000 SQ FT	4208 rate=42.94	62 61%	39 39%	101 rate=1.03	177 48%	191 52%	368 rate=3.75
MINUS INTERNAL TRIPS				-105	0	0	0	-16	-23	-39
MINUS PASS BY TRIPS(-34%)				-1395	-21.1	-13.3	-34.3	-54.7	-57.1	-111.9
<b>SUBTOTAL</b>				<b>2708</b>	<b>40.9</b>	<b>25.7</b>	<b>66.7</b>	<b>106.3</b>	<b>110.9</b>	<b>217.1</b>
<b>GRAND TOTAL OPTION 1</b>				<b>4216</b>	<b>65</b>	<b>124</b>	<b>189</b>	<b>180</b>	<b>147</b>	<b>327</b>

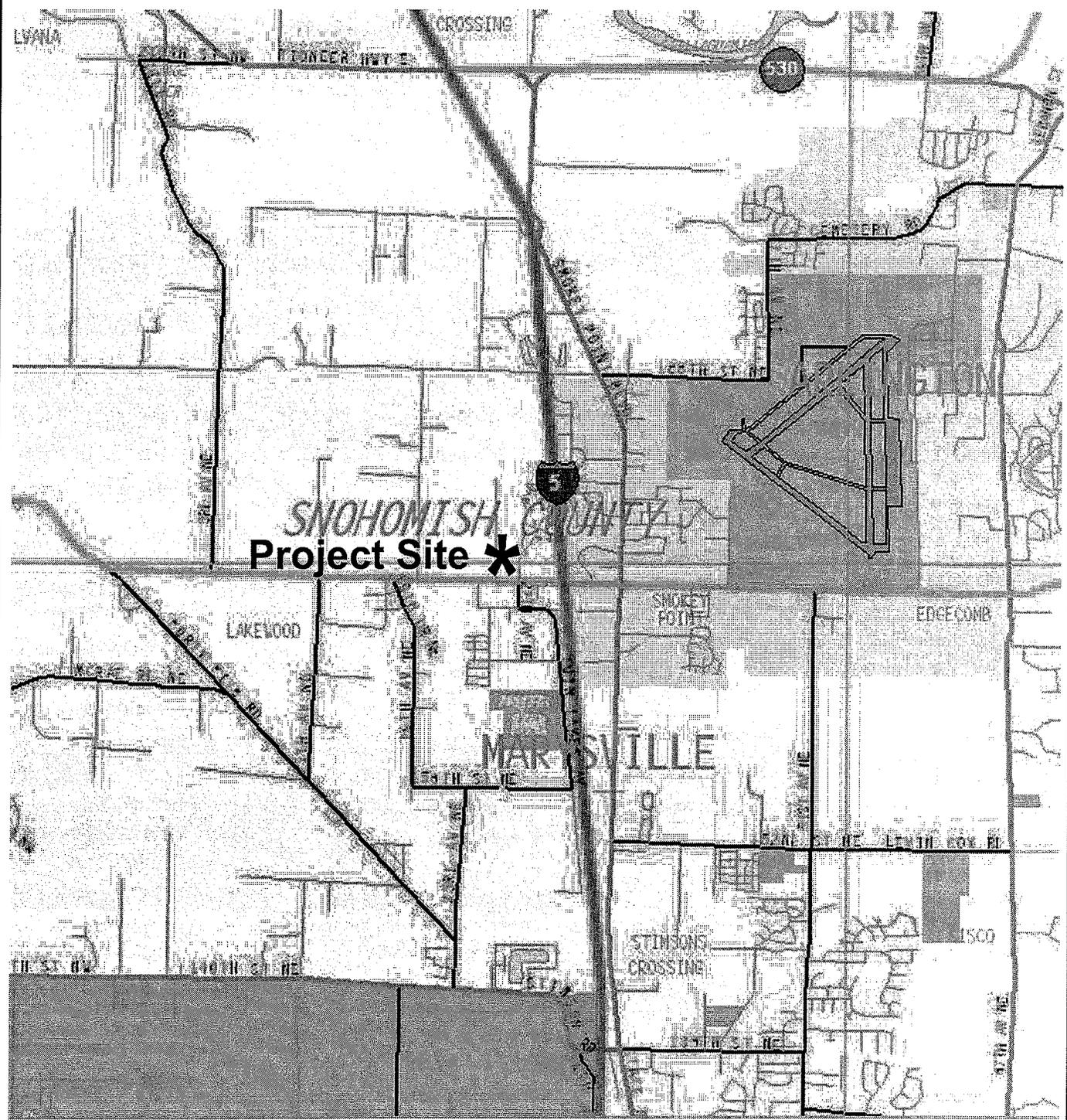
**SITE OPTION 2**

LAND USE	ITE CODE	QUANTITY	UNITS	AVERAGE DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
APARTMENTS	220	320	UNITS	2150 rate=6.72	33 20%	130 80%	163 rate=.51	129 65%	69 35%	198 rate=.62
MINUS INTERNAL TRIPS				-290	0	0	0	-40	-37	-77
MINUS PASS BY TRIPS (0%)				0	0.0	0.0	0.0	0.0	0.0	0.0
<b>SUBTOTAL</b>				<b>1860</b>	<b>33.0</b>	<b>130.0</b>	<b>163.0</b>	<b>89.0</b>	<b>32.0</b>	<b>121.0</b>
SHOPPING CENTER	820	270.000	1000 SQ FT	11594 rate=42.94	170 61%	108 39%	278 rate=1.03	486 48%	527 52%	1013 rate=3.75
MINUS INTERNAL TRIPS				-290	0.0	0.0	0.0	-37.0	-40.0	-77
MINUS PASS BY TRIPS(-34%)				-3843	-57.8	-36.7	-94.5	-152.7	-165.6	-318.2
<b>SUBTOTAL</b>				<b>7461</b>	<b>112.2</b>	<b>71.3</b>	<b>183.5</b>	<b>296.3</b>	<b>321.4</b>	<b>617.8</b>
<b>GRAND TOTAL OPTION 2</b>				<b>9321</b>	<b>145</b>	<b>201</b>	<b>347</b>	<b>385</b>	<b>353</b>	<b>739</b>

TRIP GENERATION WAS CALCULATED USING AVERAGE TRIP RATES FROM INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION, SEVENTH EDITION

IN THIS CASE AN INTERNAL TRIP IS A TRIP WITH AN ORIGIN AND DESTINATION WITHIN THE SITE BETWEEN THE RESIDENTIAL AND RETAIL USES. INTERNAL TRIPS WERE CALCULATED PER METHODOLOGY IN CHAPTER 7 OF THE ITE TRIP GENERATION HANDBOOK. NO INTERNAL TRIP REDUCTION WAS TAKEN BETWEEN RETAIL TO RETAIL USES SINCE THE SHOPPING CENTER TRIP RATE ACCOUNTS FOR THESE TRIPS

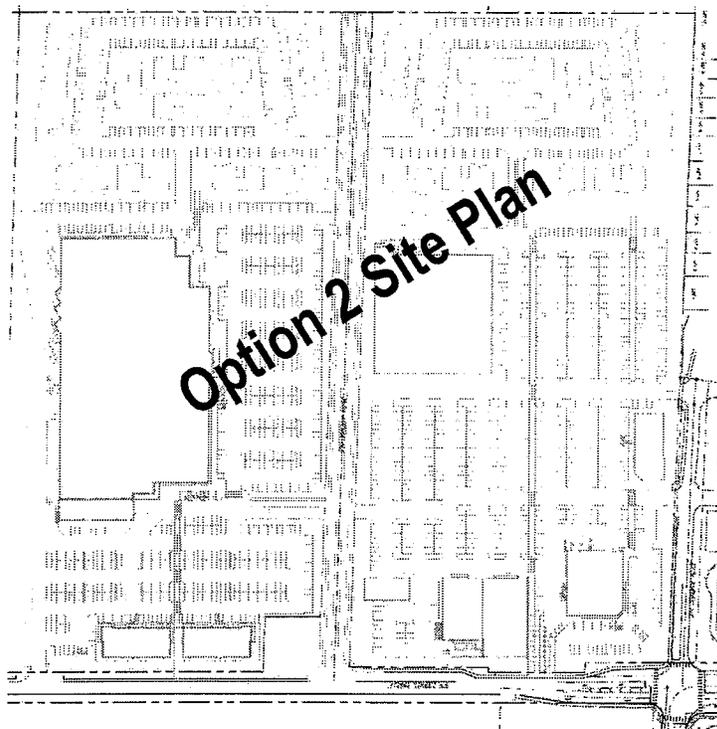
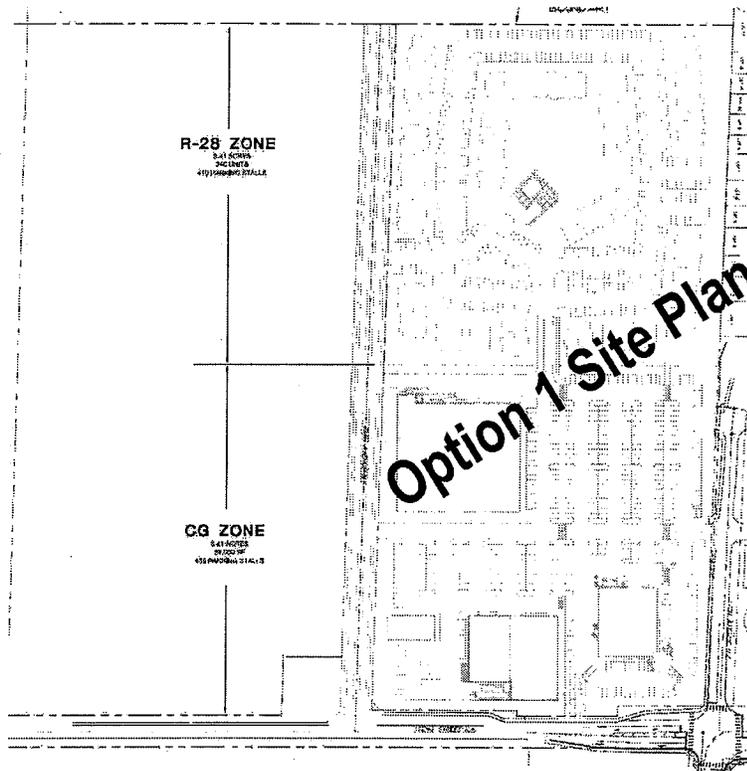
A PASS BY TRIP IS AN EXISTING TRIP ON AN ADJACENT STREET THAT STOPS AT THE SITE AND THEN RESUMES TRIP. THE PERCENTAGE OF PASS BY TRIPS ARE FROM CHAPTER 5 OF THE ITE TRIP GENERATION HANDBOOK. THE PASS-BY TRIP REDUCTION WAS TAKEN AFTER REMOVAL OF INTERNAL TRIPS PER THE ITE TRIP GENERATION HANDBOOK



**Smokey Point Mixed Use Site**

**Vicinity Map**

**Figure  
1**



**Smokey Point Mixed Use Site**  
**Options 1 and 2 Site Plans**

**Figure**  
**2**

URBAN GROWTH BOUNDARY

R-8 SINGLE FAMILY HIGH SMALL LOT ZONE

3 PARCELS WEST OF 25TH AVE NE:  
310520-003-024  
310520-003-036  
310520-003-046

5 PARCELS EAST OF 25TH AVE NE:  
310520-003-025  
310520-003-026  
310520-003-027  
310520-003-028  
310520-003-029

PROPOSED R-28 MULTI-FAMILY HIGH ZONE  
9.41 ACRES  
240 UNITS  
410 PARKING STALLS

EXISTING R-12 MULTI-FAMILY LOW ZONE

EXISTING MIXED USE ZONE

EXISTING GENERAL COMMERCIAL ZONE

EXISTING GENERAL COMMERCIAL ZONE  
9.41 ACRES  
98,000 SF  
455 PARKING STALLS

EXISTING GENERAL COMMERCIAL ZONE

EXISTING MIXED USE ZONE

EXISTING GENERAL COMMERCIAL ZONE

EXISTING GENERAL COMMERCIAL ZONE

PROPOSED ROW DEDICATION  
EXISTING PROPERTY LINE

RECEIVED

JAN 31 2008

CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT

# Wakefield Comp Plan Rezone

PRELIMINARY COMP PLAN #1  
N.T.S.

EXISTING  
R-8 SINGLE  
FAMILY HIGH  
SMALL LOT  
ZONE

3 PARCELS WEST OF 25TH AVE NE:  
310520-003-024  
310520-003-036  
310520-003-046

5 PARCELS EAST OF 25TH AVE NE:  
310520-003-025  
310520-003-026  
310520-003-027  
310520-003-028  
310520-003-029

PROPOSED  
R-28 MULTI-  
FAMILY HIGH  
ZONE  
12.38 ACRES  
320 UNITS  
550 PARKING STALLS

EXISTING  
R-12 MULTI-  
FAMILY LOW  
ZONE

EXISTING  
MIXED USE  
ZONE

EXISTING  
GENERAL  
COMMERCIAL  
ZONE  
25.15 ACRES  
270,000 SF  
1,380 PARKING STALLS

EXISTING  
GENERAL  
COMMERCIAL  
ZONE

EXISTING  
MIXED USE  
ZONE

EXISTING  
GENERAL  
COMMERCIAL  
ZONE

PROPOSED ROW  
DEDICATION  
EXISTING  
PROPERTY LINE

EXISTING  
GENERAL  
COMMERCIAL  
ZONE

# Wakefield Comp Plan Rezone

PRELIMINARY COMP PLAN #2  
N.T.S.

RECEIVED  
JAN 31 2008  
CITY OF MARYSVILLE  
COMMUNITY DEVELOPMENT



## MARYSVILLE PLANNING COMMISSION

May 13, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the May 13<sup>th</sup>, 2008 Meeting of the Marysville Planning Commission to order at 7:05 p.m.

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Steve Leifer, Becky Foster, Deidre Kvangnes, Toni Mathews, Michael Stevens

**Staff:** Chris Holland, *Senior Planner*  
Libby Grage, *Associate Planner*  
Amy Hess, *Recording Secretary*

**Absent:**

### APPROVAL OF MINUTES:

May 6, 2008

**Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes, with Commissioner Stevens abstaining, to approve the May 6, 2008 minutes as amended. Motion carries, (6-0).

### PUBLIC HEARING:

None

### PUBLIC COMMENT:

Pauline Miller, 4900 80<sup>th</sup> St NE, Marysville 98270

Ms. Miller stated that she and a group of her neighbors had written to Council three years ago requesting sidewalks in their neighborhood. Most citizens of this development are in walkers and wheelchairs, and the roads are not large enough to safely travel on if you are in a wheelchair or walker. She also explained that she had photos depicting how close you would be to traffic if you did use the side of the road.

Chairman Muller wanted to know if they had received a response from Council.

Ms. Miller stated that they had gotten a letter thanking them for their concern and that it stated the City would look into the problem. This was three years ago and

they have not seen anything happen yet. She also stated that she had spoken to two city employees, whose names she could not remember, that told her it was very important that she and her group attend this meeting of the Planning Commission.

Chairman Muller explained that the Planning Commission does not have control over budget, that they are only an advisory commission, having no authority over these matters.

Chris Holland clarified that the transportation plan is a 20-year policy plan which he believed would encompass the concerns and suggested that the Traffic Safety Committee may be a group that could research the concerns.

Chairman Muller suggested again that the group attend a Council meeting. Mr. Holland stated that he would send an email to Pat Gruenhagen, with the Traffic Safety Committee, and let him know about their concerns.

## **NEW BUSINESS:**

### **Workshop**

Mr. Holland gave an overview of the 3 items on the agenda. He then went into the first item:

1. Citizen Initiated Comp Plan Amendment No. 2 (Smokey Point Commercial, LLC)

Mr. Holland gave a summary of the non-project site and the request of the applicant, stating that Staff recommends designating the area Mixed Use zoning rather than High Density Multi Family as the applicant had requested. He explained that the Mixed Use would serve as a softening buffer between the existing single-family developments to the north and east. Staff is requesting one condition: that road connections be planned for and incorporated into project design, and that the City Engineer shall have final authority on design and location of the roadway connections. He invited questions or comments from the Commissioners.

Chairman Muller stated that the report seemed straight forward.

2. Staff Initiated Comp Plan Amendments

Ms. Grage gave an overview of the two staff initiated Comp Plan Amendments. She explained that in preparation for future annexation, staff looked at what the county had designated in the UGA and what the City had proposed in the Comp Plan. The outcome of this was that two changes needed to be made to align the zoning upon annexation.

PA08001-Staff Initiated Map Amendment #1:

Ms. Grage explained the current County zoning and the proposed City zoning. After review, staff recommends the 2.45 acre site be changed from High Density Single Family to Low Density Multi Family.

PA08001-Staff Initiated Map Amendment #2:

Current County zoning and proposed City zoning were described by Ms. Grage. After review, Staff recommends to change the land use designation from Recreation to High Density Single Family.

She opened the floor for questions or comments.

Chairman Muller questioned why Staff was recommending higher density.

Mr. Holland explained that the surrounding area is designated high density, single-family and the implementing zone is R-6.5, which is what staff is recommending.

Commissioner Leifer questioned how the staff initiated request comes about.

Mr. Holland explained that as the City prepares for future annexation of these unincorporated areas, inconsistencies between the county zoning and the zoning in the City's Comp Plan came to light. These changes were being recommended so that when the City does annex, no further rezoning has to be done. Mr. Holland stated that the City is trying to align with future development.

Commissioner Foster recommended that the Commissioners attend the Open House on May 20<sup>th</sup> at the Fidelity Grange.

Commissioner Kvangnes questioned if there were any indications that these issues did not have the support of citizens.

Ms. Grage responded that she had received some phone calls regarding what was going on, but that none of the comments seemed to be negative.

#### **ADJOURNMENT:**

**Motion** made by Commissioner Kvangnes, seconded by Commissioner Foster to adjourn at 7:38 p.m. Motion passed unanimously, (7-0).

#### **NEXT MEETING:**

June10, 2008

---

Amy Hess, Recording Secretary



## MARYSVILLE PLANNING COMMISSION

September 9, 2008

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the September 9, 2008 Meeting of the Marysville Planning Commission to order at 7:02 p.m. The following staff and commissioners were present:

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Steve Leifer, Toni Mathews, Michael Stevens, Becky Foster,

**Staff:** Traffic Engineer John Tatum, Senior Planner Chris Holland, Associate Planner Libby Grage, City Engineer John Cowling, Recording Secretary Amy Hess

**Also Present:** Larry Toedli from *The Transpo Group*

**Absent:**

### APPROVAL OF MINUTES:

August 12, 2008

Commissioner Leifer requested further documentation regarding his question pertaining to frontage improvements.

**Motion** made by Commissioner Stevens, seconded by Commissioner Mathews to approve the August 12, 2008 meeting minutes as amended. Motion carries, (7-0).

### PUBLIC HEARING:

#### **2008 Marysville Comprehensive Plan Amendments**

**B. PA08001-Staff Initiated Map Amendment No. 1 amending the Comprehensive Plan Map designation of 2.45 acres from Medium Density Single-Family to Low Density Multi-Family.**

Associate Planner Libby Grage gave an overview of Amendment No. 1, giving a brief history of how these amendments came about including differences between County and City prospective land uses which were determined to warrant amendments to the Comprehensive Plan. The City recommended a change from Medium Density Single-Family to Low Density Multi-family in order to align with the County's land use designations.

Chairman Muller solicited public comment.

### **Public Comment:**

Gary Parkes 17622 27<sup>th</sup> Ave NE Marysville WA 98270

Mr. Parkes questioned the difference between the land use designations. Ms. Grage explained that the difference was in the allowable dwelling units per acre dictated by the land use designations.

Seeing no further comments, Chairman Muller closed public testimony on this matter, and, hearing no comments from commissioners, solicited a motion.

**Motion** made by Commissioner Stevens, seconded by Commissioner Kvangnes to approve the Staff Initiated Map Amendment No. 1 as presented and forward it on to City Council. Motion passes unanimously (7-0).

### **C. Staff Initiated Map Amendment No. 2**

Associate Planner Grage gave an overview of current land use designation and stated that Staff recommended changing this designation in order to correspond with current County land use designation and current surrounding property use.

Chairman Muller solicited Public comment, there was none, so he closed public testimony.

Commissioner Stevens questioned the map designating a small strip remaining Recreation, Ms. Grage stated it would remain as it was not within City jurisdiction but County and was part of the Park owned by the County.

**Motion** made by Commissioner Foster, Seconded by Commissioner Stevens to approve Staff Initiated Map Amendment No. 2 and send to Council as presented. Motion passes unanimously (7-0).

### **A. Transportation Element Update**

Chris Holland entered three more items into record which included emails from Cindy Grayson and Snohomish County Public Works, a letter from Lake Stevens, and a letter from WSDOT. He requested that the Planning Commission accept a

new policy pertaining to roadway connections and extensions and add it to the policies of the Mobility Options. After further review, staff felt that this was a necessary policy that had been left out. The Road Extension Map Figure 13 had been updated and needed to replace the previous Figure 13 in the Update. Mr. Holland then turned the discussion over to John Tatum for an overview of the Transportation Plan.

John Tatum began with his overview of the Transportation Element. The Travel Forecast model was discussed including the 2035 Horizon Year and projects that are currently underway which are intended to fit into this plan. Mr. Tatum related the major issues that the City had come up against and the alternatives that were developed in response to these issues. System Framework, including the improvements that would be needed, were discussed as well as how the Financial Package was developed to achieve the goals by the Horizon year.

The Bicycle System was discussed including the gaps that currently exist as well as plans to improve the system in the near future and long term goals. Mr. Tatum stated that the City felt that the Pedestrian System needs to be studied and evaluated before a program can be developed.

The Level of Service Standard was discussed for the current intersections within the city, noting that no intersections would be exempt and that all would be addressed and improved upon. Commissioner Foster questioned what the Level of Service Standards would be next year on SR-531 once the Clovers were finished. Mr. Tatum responded that they would be in the B or C range adding that the intersections to the West would be within the standards, intersections to the East would need improvement. Mr. Tatum stated that RTID was not approved nor funded at this time for the intersection in question.

Finally Mr. Tatum gave the Key Points of the Plan including flexibility, the four year update cycle, and non-motorized improvements.

Commissioner Muller solicited Public Testimony. It was noted that September 15<sup>th</sup> would be the last date to submit any testimony to the City.

### **Public Comment**

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger asked for clarification on the Bicycle Plan regarding what improvements were being made in the Smokey Point area, specifically West of the freeway. He felt that there were some dangerous areas as they are narrow two lane roads with new shoulders. Mr. Tatum explained that a shoulder widening project would be implemented which is a joint use type shoulder. Mr. Critsinger felt that this type of proposal did not be feasible. Mr. Tatum responded that this part of the project was considered long range and it was currently not in the Marysville UGA so

the County would be responsible for development and for the funding of it. Mr. Critsinger wanted to make sure that what was being proposed would actually be achievable before he was no longer around to see it.

Mr. Critsinger questioned the 156<sup>th</sup> St. intersection to 152<sup>nd</sup> extending East to Hwy 9. More connections are being made to Hwy 9. Mr. Tatum responded that this is in the County so at this point in time, the City can only make recommendations to the County. Mr. Toedli added that this is merely a recommendation to the County and the City can continue to monitor the County's plan and continue to make recommendations in the future. Mr. Tatum stated that a concept had to be agreed upon first and then further work could be done on details and design plans.

Ken Weston, 7807 77<sup>th</sup> St. NE Marysville WA 98270

Mr. Weston stated that he drives 88<sup>th</sup> St. many times a day and week and it does have its moments of problems. He could not picture the widening of 88<sup>th</sup> and the impacts it would have on the neighbors and residents. What about the possibility of leaving 88<sup>th</sup> as is and making improvements farther East where there are fewer residents, he wanted to know. What about Armar Rd. being widened?

Commissioner Muller responded that most of Armar Rd. is outside the City. He discussed the other options such as 116<sup>th</sup> and that the studies showed that 88<sup>th</sup> was the best option adding that 152<sup>nd</sup> would be improved upon. Mr. Weston stated that he understood that funding was tight and felt that improvements could have been made to better serve residents. Grove St. was discussed, including on and off ramps as well as an overcrossing as potential solutions.

Mr. Weston was concerned about a closure on 84<sup>th</sup> St. West of the High School and that it seemed like a bad idea to close any roadways at this point in time. Mr. Tatum used the map to show that all connecting roadways would be maintained and that an 84<sup>th</sup> St. intersection would be very awkward. Mr. Weston stated that closing 84<sup>th</sup> would be adding much more traffic to the proposed roadways.

Jeri Short, 6917 40<sup>th</sup> St. NE Marysville WA 98270

Ms. Short stated that the widening of 88<sup>th</sup> would include moving the grave yards and was upset that nobody would discuss this. She didn't want to have to move anyone's loved ones for the sake of progress. She stated that we are the only nationality that would consider moving the dead and that if we went across the freeway, no one would allow it. Ms. Short said that she was made sick by the thought of moving our dead for the sake of progress and roads and that everyone seemed to be in too much of a rush.

Second, she wanted to know what plans Marysville had to use the railroad to benefit itself. Commissioner Muller stated that we have looked at commuter sites along the railroad. She said long term planning is piece meal and this takes the rights away from people to do what they want to do with their land.

Andy Hovik, 5207 88<sup>th</sup> St. NE Marysville WA 98270

Mr. Hovik wanted to know how wide 88<sup>th</sup> is planned to be? Approximately 90' total, 45' from centerline, responded John Cowling. Would the new Getchell Hill be 3 or 4 lanes? Mr. Tatum responded that it was three lanes. Mr. Hovik wanted to know if the 88<sup>th</sup> St. widening project would actually occur since it seemed that it had been on the County's plan for the last 20 years. Mr. Tatum stated that intersection improvements would have to be done first and that it was the intersections that were the problem areas. These projects are subject to funding and the proposed time frame is 2016-2025. Commissioner Muller added that at this time, 88<sup>th</sup> is under control of the County, not the City.

Kristin Kinnamon: 5708 91<sup>st</sup> Pl. NE Marysville WA 98270

Ms. Kinnamon discussed the policy section of the Transportation Plan and was concerned that the plans do not live up to these policies. She stated that 88<sup>th</sup> is a good example of this. The current speed of 30 mph is a speed that, if a pedestrian or cyclist were to be struck by a vehicle, would be survivable. At the 45 mph proposed design for 88<sup>th</sup>, pedestrians and cyclists who might get hit would be dead. She added that she had a concern about the lack of landscape buffer in the design standards and the comfort level of not only drivers but cyclists and pedestrians. She felt that this plan failed in the way of Quality of Service Standards for cyclists and pedestrians.

Access to the Centennial Trail connections was a concern of Ms. Kinnamon's. She felt that there was not a good access plan on 100<sup>th</sup> and 108<sup>th</sup>, as the steepness of these roads are an issue. Hwy 9 and 84<sup>th</sup> crossing was a better option she thought.

Traffic impact fee assessments were another concern as there are serious gaps in the sidewalks. Ms. Kinnamon thought that Impact Fees should be used to fill the gaps in the sidewalk systems. Mr. Toedli responded that some of these areas are included in SEPA requirements and that, legally, the use of impact fees are restricted in certain ways.

Lastly, single point urban interchanges were discussed. These ideas were important to get cyclists and pedestrians across safely because these types of interchanges are not friendly to that type of use. The language on Page 62 of the plan was a concern she had because of restraints on bike lanes and pedestrian facilities. She was concerned that as funding gets tight, bike and pedestrian plans are the first to go. Ms. Kinnamon requested that the City consider her comments to allow for safe and comfortable travel for cyclists and pedestrians.

Debra Godby, 8811 55<sup>th</sup> Ave. NE Marysville WA 98270

Ms. Godby wanted to know that if the City put in what she referred to as a "freeway" on 88<sup>th</sup>, how do residents get their fences and trees moved?

Mr. Cowling responded that appraisals would be done for each piece of property and discussion with each property owner would follow. Right of Way would first have to

be established. Ms. Godby stated that she completely agreed with Ms. Kinnamon regarding driveway access from 88<sup>th</sup>. Mr. Tatum stated that there would be many intersections and signals before the roadway was widened. 88<sup>th</sup> St. is the most direct East-West pathway. Mr. Toedli added that leaving 88<sup>th</sup> as a three lane road forces more traffic onto roadways such as 51<sup>st</sup> and 55<sup>th</sup> which were not designed to handle this amount of traffic. Ms. Godby stated again that she was opposed to turning 88<sup>th</sup> St. into a “freeway”.

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger wanted to know what the 67<sup>th</sup> Ave. plans from 172<sup>nd</sup> South were. Mr. Tatum stated that it connects to Centennial Trail and that there will be shoulders and bike facilities provided from the South by Marysville and from the North by Arlington and that the County is requesting a bike facility, not defining what that might be, for this area.

### **Commissioner Comments**

Commissioner Leifer questioned the letter from Tom Washington at WSDOT and whether or not Mr. Tatum was familiar with this letter. Mr. Tatum responded that he had received this letter today and had read it. Mr. Leifer questioned whether there would actually be as large of a short fall as was discussed in this letter and how would we achieve the Level of Service Standards if these state funded improvements did not occur. Mr. Tatum stated that the short term projects are funded, but that the computations will be reworked in four years when the Transportation Plan is renewed again. Whether or not many of the interchanges are funded and developed *will* play a major role in the Level of Service Standards for long term projects. Levels of Service at the State ramps would in fact be affected by this short fall. The bridge on 529 as well as the Smokey Point interchanges were, as far as Mr. Tatum knew, still on track for completion in 2010.

Commissioner Leifers second question was regarding the cost analysis on State Ave. projects listed in the Plan that he felt were inaccurate. Mr. Tatum responded that the Plan had been modified regarding the project Mr. Leifer had brought up in the previous meeting. The model was inaccurate in its number of lanes and the cost model was ratified to reflect this. Mr. Toedli stated that he was confident that the other cost models had been rechecked and were accurate.

### **B. PA 08001-2 - Citizen Initiated Map Amendment “Wakefield-Lakewood” amending the Comprehensive Plan Map and concurrently Rezone of 13 acres from General Commercial to Mixed Use, subject to the conditions outlined.**

Chris Holland gave a brief overview of this request. Staff suggested rezoning from General Commercial to Mixed-Use instead of High Density Multi-Family as the applicant had requested. Staff felt that this could function as a softening aspect.

Chairman Muller opened up for Public Testimony.

### **Applicant Comment**

Daniel Eernisse, Smokey Point Commercial, LLC 1457 130<sup>th</sup> Ave. NE Bellevue WA 98005

Mr. Eernisse stated that the applicant was in support of the Staff Recommendation stating that it allowed for more uses and flexibility.

Commissioner Foster questioned the applicant on how many units were planned and how Lakewood Scholl district responded. Daniel responded that the School District would require him to pay a fee for each unit over 2 bedrooms. As a marketable strategy, they were planning one bedroom and studio units.

### **Public Comment**

Gary Parkes 17622 27<sup>th</sup> Ave NE Marysville WA 98270

Mr. Parkes requested that Commission deny this based on all of the information being incorrect. He stated that the information supplied was incorrect including the total number of units in the surrounding area. The proposed roads had no access to 27<sup>th</sup> Ave he added, stating that it is private property.

Chris Holland stated that the dotted lines on the maps were only proposed, that they could change as development occurred. Mr. Cowling added that 27<sup>th</sup> is public right of way from 172<sup>nd</sup> to the edge of Lakewood Commons. Mr. Parkes argued that there was no road and that the map provided did not depict a proposed road. Mr. Parkes added that he was opposed to the zoning change as there has been too much development with no thought of roads. Since annexation, building and traffic has become much worse in this area.

On his own accord, Mr. Parkes stated that he is opposed to the rezone of this site.

Ralph Critsinger, 409 148<sup>th</sup> St. NE, Arlington WA 98223

Mr. Critsinger stated that he concurs with the mixed use designation being proposed. He is on the 5 acres immediately to the North of the subject property. He stated that he felt it is transitional and compatible with the existing development.

Chairman Muller closed public testimony and solicited a Motion to approve.

**Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes to approve Citizen Initiated Map Amendment No. 2 as recommended by Staff. Motion passes (6-0), with Commissioner Stevens abstaining from the vote.

**NEW BUSINESS:**

None

**ADJOURNMENT:**

**Motion** made by Commissioner Andes, seconded by Commissioner Mathews, to adjourn at 9:00 p.m. Motion passed unanimously, (7-0).

**NEXT MEETING:**

September 23, 2008

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Amy Hess, Recording Secretary

**CITY OF MARYSVILLE**  
**Marysville, Washington**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON AMENDING THE MARYSVILLE GROWTH MANAGEMENT COMPREHENSIVE PLAN, THE OFFICIAL ZONING MAP, ORDINANCES NO. 2131 AND 2569, AS AMENDED, AND TITLE 19 MMC, BY APPROVING 2008 CITIZEN INITIATED AMENDMENT REQUEST NO. 2 (WAKEFIELD-LAKWOOD), WHICH AMENDS THE COMPREHENSIVE PLAN'S LAND USE MAP DESIGNATION FOR PROPERTY LOCATED NORTH OF 172<sup>nd</sup> STREET NE (SR 531), WEST OF 27<sup>th</sup> AVENUE NE, INCLUDING PROPERTIES LOCATED ON EITHER SIDE OF 25<sup>th</sup> AVENUE NE, AND REZONES SAID PROPERTY, FROM GENERAL COMMERCIAL TO MIXED USE, PURSUANT TO THE CITY'S ANNUAL AMENDMENT AND UPDATE PROCESS.**

WHEREAS, on April 27, 2005 the Marysville City Council enacted Ordinance No. 2569 adopting an updated Growth Management Comprehensive Plan ("Comprehensive Plan") for the City of Marysville; and

WHEREAS, the Growth Management Act allows jurisdictions to amend comprehensive plans once a year, except in those situations enumerated in RCW 36.70A.130(2)(a); and

WHEREAS, on January 27, 1997 the Marysville City Council adopted Resolution No. 1839, providing for procedures for annual amendment and update of the City's Comprehensive Plan; and

WHEREAS, on May 27, 2002 the Marysville City Council adopted Ordinance No. 2406, adding Chapter 18.10 of the Marysville Municipal Code (MMC) entitled "Procedures For Legislative Actions" which establishes procedures for processing and review of legislative actions relating to amendments or revision to the Comprehensive Plan and Development Regulations; and

WHEREAS, the 2007 Comprehensive Plan amendments include Citizen Initiated Amendment Request No. 2 (Wakefield-Lakewood), which proposes to revise the Comprehensive Plan's Land Use Map designation for properties depicted in the attached **Exhibit A**, which is located north of 172<sup>nd</sup> Street NE (SR 531), west of 27<sup>th</sup> Avenue NE, including properties located on either side of 25<sup>th</sup> Avenue NE, and to rezone said property, from General Commercial to Mixed Use; and

WHEREAS, on April 18, 2008, the City issued a State Environment Policy Act Threshold Determination of Non-significance (DNS), which addresses the environmental impacts of Citizen Initiated Amendment Request No. 2 (Wakefield-Lakewood), a non-project proposal; and

WHEREAS, the City has submitted the proposed 2008 Comprehensive Plan Land Use Map and Official Zoning Map amendments to the Washington State Department of Trade, Community, and Economic Development for its review; and

WHEREAS, the Marysville Planning Commission, after review of the proposed 2008 Comprehensive Plan Land Use Map and Official Zoning Map amendments, held a public workshop

on May 19, 2008 and held a public hearing on September 9, 2008 and received testimony from property owners, staff and other interested parties following public notice; and

WHEREAS, on October 13, 2008 the Marysville City Council reviewed the Planning Commission's recommendation relating to the proposed 2008 Comprehensive Plan Land Use Map and Official Zoning Map amendments;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The City Council hereby finds that 2008 Citizen Initiated Amendment Request #2 (Wakefield-Lakewood):

1. is consistent with the City's Comprehensive Plan and Zoning Code;
2. is consistent with the State Growth Management Act and the State Environmental Policy Act;
3. is warranted by significant changes in circumstances; and
4. is warranted by sufficient benefit or cost to the public health, safety, and welfare.

Section 2. The City Council hereby amends the Marysville Growth Management Comprehensive Plan and Ordinance 2569, as amended, by adopting 2008 Citizen Initiated Amendment Request No. 2 (Wakefield-Lakewood), which amends the land use designation for the properties depicted in the attached **Exhibit A** from General Commercial to Mixed Use and amends Figure 4-2 of the Land Use Element, provided that this amendment is subject to the condition set forth in the attached **Exhibit B**. This amendment shall be included with the Comprehensive Plan filed in the office of the City Clerk and shall be available for public inspection.

Section 3. The City Council hereby amends the City's Official Zoning Map, Ordinance 2131, as amended, and Title 19 MMC, by adopting 2008 Citizen Initiated Amendment Request No. 2 (Wakefield-Lakewood), which rezones the properties depicted in the attached **Exhibit A** from GC (General Commercial) to MU (Mixed Use), provided that this amendment is subject to the conditions set forth in the attached **Exhibit B**. This amendment shall be attested by the signature of the Mayor and City Clerk, with the seal of the municipality affixed, shall be included with the Official Zoning Map on file in the office of the City Clerk, and shall be available for public inspection.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

CITY OF MARYSVILLE

By: \_\_\_\_\_  
DENNIS KENDALL, MAYOR

Attest:

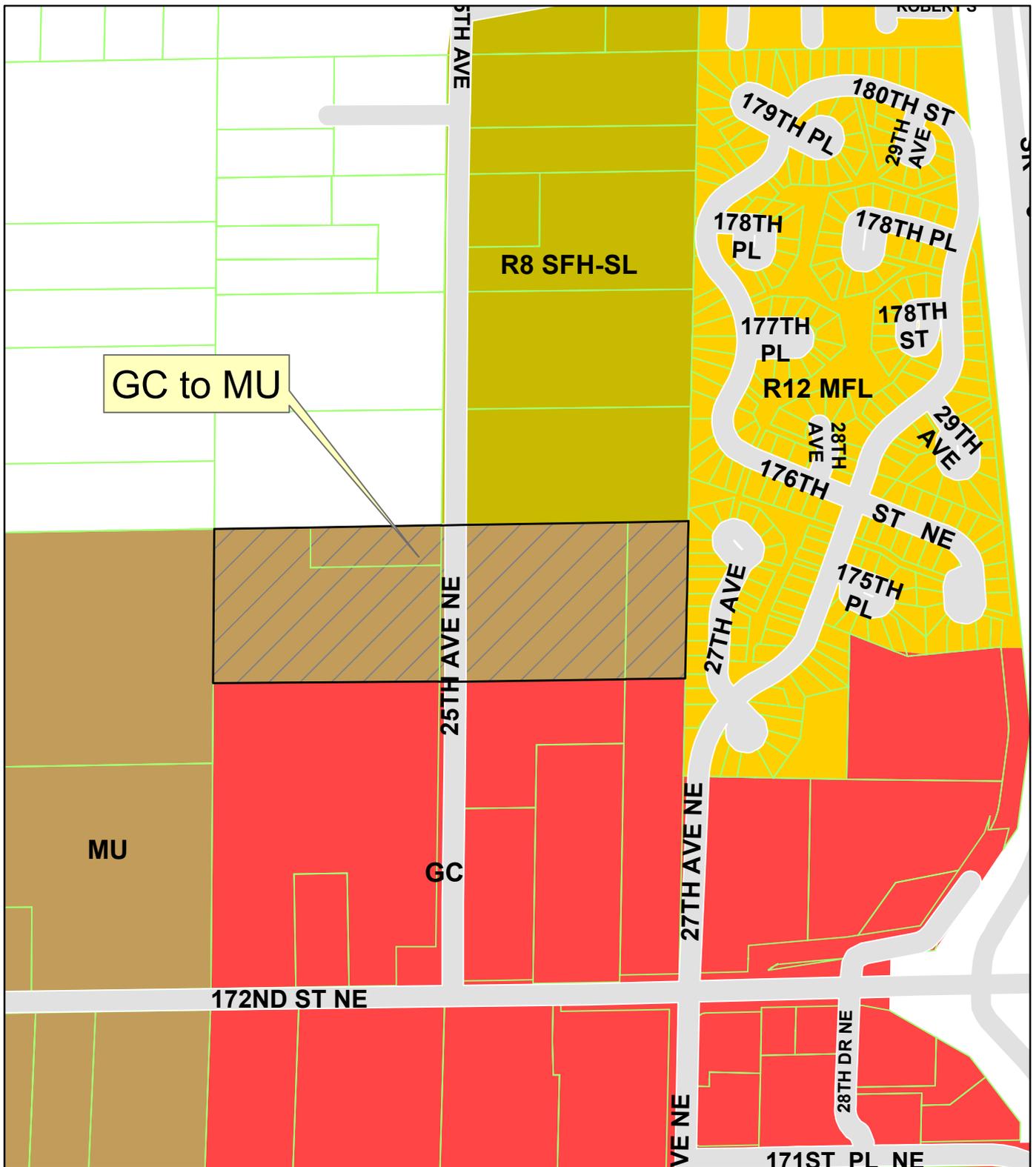
By: \_\_\_\_\_  
TRACY JEFFRIES, CITY CLERK

Approved as to form:

By: \_\_\_\_\_  
GRANT K. WEED, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_



2008 Marysville Comprehensive Plan  
and Official Zoning Map Amendment

**EXHIBIT A**

**General Commercial to Mixed Use**

MU - MIXED USE  
GC - GENERAL COMMERCIAL

MFL - MULTI-FAMILY LOW  
R8 SFH-SL - SINGLE FAMILY HIGH- SMALL LOT

## EXHIBIT B



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

### **REQUEST FOR AMENDMENT TO THE CITY OF MARYSVILLE COMPREHENSIVE PLAN** Citizen Initiated Amendment No. 2

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

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**File Number:** PA 08001-2

**Applicant:** Smokey Point Commercial, LLC

**Contact:** Daniel M. Eernisse  
Smokey Point Commercial, LLC  
1457 130<sup>th</sup> Avenue NE  
Bellevue, WA 98005  
(425) 462-8684

**Location of Proposal:** North of 172<sup>nd</sup> Street NE (SR 531), west of 27<sup>th</sup> Avenue NE, including properties located on either side of 25<sup>th</sup> Avenue NE.

**Assessor's Parcel No.:** 31052000302500, 31052000302600, 31052000302700, 31052000302800, 31052000302900, 31052000302400, 31052000303600 & 31052000304600

**Current Use:** Large-lot single-family homesites and vacant undeveloped land

**Property size:** Approximately 13-acres of a 39-acre assemblage

**Existing Land Use:** General Commercial (GC)

**Proposed Land Use:** High Density Multi-family (R-28)

**Amendment Request:** Comprehensive Plan Map Amendment and concurrent Rezone to change the land use designation from General Commercial (CG) to High Density Multi-family.

**Staff Recommendation:** Amend the Comprehensive Plan Map and concurrently Rezone approximately 13-acres from General Commercial to *Mixed Use*, subject to the condition outlined in Section III of this report.

## EXHIBIT B

### I. EVALUATION

**Request:** A NON-PROJECT citizen initiated action requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of approximately 13-acres of the northernmost portion of a 39-acre property assemblage from General Commercial (GC) to High Density Multi-family (R-28). The intent of the proposed map amendment and concurrent rezone, is to allow a future project action consisting of, what the applicant has described as, a horizontal mixed-use development, combining commercial and residential uses on the same site, however, rather than putting the residential use above the commercial use, the development would incorporate multi-family development horizontally adjacent to the commercial uses.

The General Commercial land use designation and implementing zoning designation of GC, prohibits townhome or multi-family units to be located on the ground floor, as proposed by the applicant, and relegates said units above ground floor commercial uses only. Subsequently, the High Density Multi-family land use designation and implementing zoning designation of R-28, permits townhome or multi-family units to be located on the ground floor, as desired by the applicant.

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

**Location of Proposal:** The proposed amendment request is site specific, encompassing approximately 13-acres of a 39-acre assemblage, made up of APN's 31052000302500, 31052000302600, 31052000302700, 31052000302800, 31052000302900, 31052000302400, 31052000303600 & 31052000304600. Specifically, the proposal is located north of 172<sup>nd</sup> Street NE (SR 531), west of 27<sup>th</sup> Avenue NE, including properties located on either side of 25<sup>th</sup> Avenue NE (see attached vicinity map).

**Surrounding Uses:** Surrounding properties to the north, within the Marysville Urban Growth Area (MUGA), are currently zoned R-8 (single-family, high-density-small lot) and developed with single-family homes on acreage lots. A portion of the northern boundary of the proposed amendment site is outside of the MUGA, within Snohomish County. These properties are currently zoned R-5 (Rural 5-acre) and developed with single-family homes on acreage lots.

Properties to the east are currently zoned R-12 (multi-family, low density) and developed with 141 detached single-family condominium units, known as Lakewood Commons. Properties to the west are currently zoned MU (mixed use) and developed with legal non-conforming single-family homes on acreage lots. The site is bounded by 172<sup>nd</sup> Street NE (SR 531) to the south. The proposed map amendment site is currently developed with four (4) single-family residences with associated out-buildings and zoned GC.

**Traffic & Circulation:** The proposed map amendment site is bounded by 172<sup>nd</sup> Street NE (SR 531) to the south, abuts 27<sup>th</sup> Avenue NE to the east and is bisected by 25<sup>th</sup> Avenue NE. 172<sup>nd</sup> Street NE is classified a principal arterial requiring 100' of ultimate right-of-way for a future 5-lane roadway section with bicycle lanes and streetscape. Additionally, 172<sup>nd</sup> Street NE is to be constructed with medians in place of two-way left turn lanes.

27<sup>th</sup> Avenue NE and 25<sup>th</sup> Avenue NE, north of 172<sup>nd</sup> Street NE, are currently designated neighborhood collector access streets with 60' of existing right-of-way. Both 27<sup>th</sup> Avenue NE and 25<sup>th</sup> Avenue NE will be required to be analyzed to determine the necessary improvements that will be required to ensure each roadway segment and intersection will operate at an acceptable level-of-service based on the number of trips generated by the future project action. Future analysis will include recommendations of right-of-way improvements, including but not limited to, dedication of additional right-of-way and signal installation or improvement.

## EXHIBIT B

Two (2) future east-west road connections, affecting the proposed amendment area, are identified in Figure 4-91 of the Marysville Comprehensive Plan (page 4-180 attached). One east-west connector is located at approximately the 17300 Block and the other is located at approximately the 17500 Block. The 17300 Block connector is proposed to provide east-west access from 27<sup>th</sup> Avenue NE to 19<sup>th</sup> Avenue NE. The 17500 Block connector is proposed to provide east-west access from 25<sup>th</sup> Avenue NE to 11<sup>th</sup> Avenue NE, across the BNSF railway. Future project action proposals will be required to plan for these future right-of-way road connections.

The applicant submitted a trip generation letter, prepared by TraffEx, dated January 31, 2008, in order to provide preliminary trip generation information for a future project action. Option 1 is described as development of 240 apartment units and 98,000 SF of commercial shopping. According to the trip generation letter Option 1 is anticipated to generate 4,219 average daily trips (ADT) with 189 AM peak-hour trips (AMPHT) and 327 PM peak-hour trips (PMPHT). Option 2 is described as development of 320 apartment units and 270,000 SF of commercial shopping. According to the trip generation letter Option 2 is anticipated to generate 9,321 ADT with 347 AMPHT and 739 PMPHT. A reduction for internal trips was taken for trips between the residential and retail areas per the methodology in Chapter 7 of the ITE Trip Generation Handbook and a reduction in site-generated trips was applied for pass-by trips per the methodology in Chapter 5 of the ITE.

The proposed map amendment and concurrent rezone, permitting multi-family development on the ground floor rather than above commercial uses, is not anticipated to generate additional traffic impacts than that of a project action development under current land use and zoning regulations.

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

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

The R-28 (multi-family, high density) land use designation, requested by the applicant, permits predominately apartment and townhome development at a base density of 28 dwelling units per acre. Similarly, the MU land use designation permits apartment and townhome development at a base density of 28 dwelling units per acre, and also permits commercial and office uses. This MU land use is typically assigned in areas with high vehicular and transit access and close proximity to services and employment. The purpose of the MU land use designation is to promote pedestrian character, in contrast to the GC land use designation that is automobile oriented rather than pedestrian.

Allowing a more pedestrian oriented land use, such as MU, could serve as a softening factor between the existing residential land uses to the north and east from the current high intensity GC designated properties as well as allow the greatest flexibility for future development of the site including apartment and townhome development, retail or professional offices.

**Conformance with State Environmental Policy Act:** After evaluation of the applicant's environmental checklist, supporting documentation submitted with the application, and review of information on file with the City, a Determination of Non-Significance (DNS) was issued on April 18, 2008.

## II. CONCLUSIONS

1. The applicant is requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of an approximately 13-acres of the northernmost

## EXHIBIT B

portion of a 39-acre property assemblage from General Commercial (GC) to High Density Multi-family (R-28).

2. The proposed map amendment request is located north of 172<sup>nd</sup> Street NE (SR 531), west of 27<sup>th</sup> Avenue NE, including properties located on either side of 25<sup>th</sup> Avenue NE.
3. Surrounding properties are currently zoned R-8 (single-family, high density-small lot) R-5 (Rural 5-acre) to the north, R-12 (multi-family, low density) to the east and MU (mixed use).
4. The proposed map amendment site is currently developed with four (4) single-family residences with associated out-buildings and zoned GC.
5. The proposed map amendment site is bounded by 172<sup>nd</sup> Street NE (SR 531) to the south, abuts 27<sup>th</sup> Avenue NE to the east and is bisected by 25<sup>th</sup> Avenue NE.
6. Two (2) future east-west road connections, one located at approximately the 17300 Block and the other located at approximately the 17500 Block will require future project actions to plan for and incorporate these future road connections into project design.
7. The proposed map amendment and concurrent rezone, permitting multi-family development on the ground floor rather than above commercial uses, is not anticipated to generate additional traffic impacts than that of a project action development under current land use and zoning regulations.
8. As of the date of this report, no comments have been received from the public or surrounding property owners.
9. The MU land use designation could serve as a softening factor between the existing residential land uses to the north and east from the current high intensity GC designated properties as well as allow the greatest flexibility for future development of the site including apartment and townhome development or professional offices.
10. A DNS was issued on April 18, 2008.

### **III. STAFF RECOMMENDATION**

Based on the above stated findings and conclusions CD recommends ***APPROVAL*** of the NON-PROJECT action request, amending the Comprehensive Plan Map and Concurrently Rezoning the approximately 13-acres of the northernmost portion of a 39-acre property assemblage from General Commercial (GC) to Mixed Use (MU), subject to the following condition:

**Future project actions will require the applicant to plan for and incorporate into project design, two (2) east-west road connections, one located at approximately the 17300 Block and the other located at approximately the 17500 Block. The City Engineer shall have the final authority on the design and location of the roadway connections.**