



COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ♦ Marysville, WA 98270 ♦ (360) 363-8000

September 1, 2023

Joe Hopper
LDC, Inc.
1851 Central Place South, Suite 101
Kent, WA 98030

Re: M-51 Industrial – *Technical Review 1*
PA 23014

Dear Joe,

After preliminary review of the above referenced proposal, the following comments have been prepared:

City of Marysville Community Development – Planning Division

Chris Holland, Planning Manager
360.363.8207
cholland@marysvillewa.gov

1. Provide File Number PA23014 on all future site, civil and landscape plan submittals.
2. See attached comments from Snohomish County PUD related to access to the existing power lines.
3. The site plan shall be amended, as follows:
 - a. Pedestrian connections shall be provided from 51st Avenue NE and 59th Avenue NE and the building entrances. Pedestrian pathways that traverse a parking area or drive-aisle shall be constructed with decorative concrete.
 - b. Parking areas shall include a landscape island every 10 stalls. The landscape islands shall be a minimum of 5' in width and 120 SF in size.
 - c. The site plan states the drive-aisles measure 24' in width, however, they only measure 22' in width.
 - d. The standard parking stalls shall measure 8.5' x 18'.
 - e. Provide off-street parking calculations, including standard ADA, carpool and bicycle demonstrating compliance with the MMC.
 - i. Manufacturing & Industrial - 1 per 750 SF GFA plus office space requirements.
 - ii. Warehousing & Storage - 1 per 2,000 SF GFA plus office space requirements.
 - iii. Office - 1 per 400 SF GFA

- iv. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 a.m. on weekdays. More spaces may be reserved, but they are not required.
 - v. Carpool spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
 - vi. Carpool signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.
 - vii. Bicycle parking shall be provided at a rate of 5% of the number of required off-street auto parking spaces. Design and location shall be provided in accordance with [MMC 22C.130.060](#).
- f. Provide location of required ADA parking spaces.
 - g. Provide location of required carpool parking.
 - h. Provide location of required bicycle parking.
 - i. Provide auto-turn exhibit demonstrating vehicle and truck traffic can navigate the drive-aisles.
 - j. Provide impervious surface calculations demonstrating compliance with the MMC.
 - k. Provide a parking lot illumination plan in accordance with [MMC 22C.130.050](#)(3)(d) and [MMC 22C.020.245](#)(4)(c).
 - l. Provide a detail, and top and toe height of all proposed walls, including the proposed wall around APN 31052700200800.
 - m. Add the following notes:
 - i. Where illuminated signs and illuminated areas are permitted, such illuminating devices shall be shaded and/or directed so as not to visibly create a nuisance to any property in a residential zone classification. Residential zoning is located to the east of the proposed development.
 - ii. Mechanical equipment located on the roof, facade or external portions of a building shall be architecturally screened so as not to be visible from adjacent properties at street level or the public street.
 - iii. Equipment or vents which generate noise or air emissions shall be located on the opposite side of the building from adjoining residentially designated properties.
 - iv. Industrial and exterior lighting shall not be used in such a manner that it produces glare on public highways. Arc welding, acetylene-torch cutting, or similar processes shall be performed so as not to be seen from any point beyond the outside of the property.
 - v. The storage and handling of inflammable liquids, liquefied petroleum, gases, and explosives shall comply with rules and regulations falling under the jurisdiction of the city's fire chief, and the laws of the state of Washington. Bulk storage of inflammable liquids below ground shall be permitted, and the tanks shall be located not closer to the property line than the greatest dimension (diameter, length or height) of the tank.
 - vi. Provisions shall be made for necessary shielding or other preventive measures against interference as occasioned by mechanical, electrical and nuclear equipment, and uses or processes with electrical apparatus in nearby buildings or land uses.

- vii. Liquid and solid wastes and storage of animal or vegetable waste which attract insects or rodents or otherwise create a health hazard shall be prohibited. No waste products shall be exposed to view from eye level from any property line in an industrial district.
4. Developments are required to comply with the design standards outlined in [MMC 22C.020.245 Industrial site and building design standards](#). The applicant shall provide a narrative demonstrating compliance with the site design standards. The following are some items that will need to be addressed.
- a. Define the street edge with buildings, landscaping or other features. Since a portion of Building A and Building B are not located along the street edge, enhanced landscaping shall be required, including use of ornamental and other decorative features such as boulders to enhance the streetscape.
 - b. Parking should be located behind or to the side of buildings.
 - c. Amenities for employees and visitors such as benches, weather protected seating areas, covered walkways, or other features shall be integrated into the site design. On-site open space is encouraged to be provided. The number and type of amenities shall be approved by the director based on site acreage, layout, and end users.
 - d. Attractive landscape transition to adjoining properties shall be provided.
 - e. See [MMC 22C.020.245\(4\)\(a\) & \(b\)](#) for landscape and site treatment and street landscaping requirements.
 - f. An illumination plan shall be provided that complies with [MMC 22C.020.245\(4\)\(c\)](#).
 - g. See [MMC 22C.020.245](#) (6), (7) & (9) related to building design, material and entrance requirements.
 - h. See [MMC 22C.020.245](#) (8) for blank wall requirements.
5. Comments on the landscape plans will be provided once the site plan is closer to approval.

City of Marysville Public Works – Engineering Services

Shane Whitney, Civil Plan Reviewer
360.363.8227
swhitney@marysvillewa.gov

6. Existing Utilities:
- a. Sanitary sewer: The sewer main in 51st is shown on record drawing S41.
 - b. Water: The water main in 51st is shown on record drawing W775.
 - c. Storm: There are no conveyance structures fronting the project.
7. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project.
- a. Sewer and water mains currently front the project on 51st, both will need to be installed within future 59th.
 - b. Storm drainage will need to be provided for both the widening of 51st, and future 59th.
8. Frontage Improvements: Frontage improvements are required per MMC 12.02A.090 on all projects. Frontage improvements are described as curbs, gutters, and sidewalks; underground storm drainage facilities; patching the street from its preexisting edge to

the new curb line; and overlayment of the existing public street to its centerline. Improvements to 51st and future 59th shall be done per the direction of the Traffic Engineer.

9. Dedication Requirements:
 - a. A 25 foot dedication is required for 51st Ave NE.
 - b. A 50 foot dedication will be necessary for 59th Ave.
10. Access:
 - a. The spacing of the future accesses onto the arterials must be compliant with the guidelines detailed in section 3-301 of the EDDS.
 - b. The minimum width of a commercial driveway is 24-feet and the maximum is 40-feet.
 - c. The portion of 59th abutting this project will need to be constructed as part of this application. Construction could possibly be delayed to coincide with the adjacent project.
11. Drainage: All projects in the city of Marysville must comply with requirements stipulated under the MMC 14.15.040 and 14.15.050.
 - a. Stormwater drainage: The city has adopted the 2019 Ecology Manual. The project must demonstrate compliance with minimum requirements 1 – 9. The following modifications need to be made to the report:
 - I. The project will need to incorporate some LID features. With gaining separation from the groundwater table, there will be an opportunity to use methods of infiltration.
 - ii. A conveyance analysis will be necessary at time of civil review of the project.
 - b. A geotechnical report has been supplied.
 - c. The maximum allowed impervious surface coverage for the Zoning designation is 85%.
12. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.
13. Trench restoration is to be completed in accordance with section 3-703 of the EDDS. A full lane or full street overlay may be required.
14. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.
15. A right of way use permit for all work proposed within City right of way is required. Cost for the ROW permit is \$250.00. ROW permit fees must be paid before right of way permit issuance.
16. The applicant is responsible for identifying any existing well or septic systems on site or on adjacent properties. If there are any existing septic systems on site they need to be decommissioned based on the Snohomish Health District standards. If there are any wells on site they need to be decommissioned based on Department of Ecology standards.
17. Engineering construction plan review fees are required in accordance with MMC 22G.030.020 and are due prior to release of approved civil construction plans. The construction plan review fees are increasing on October 1, 2023.
18. Engineering construction inspection fees are required in accordance with MMC 22G.030.020. The construction inspection fees are increasing on October 1, 2023.

19. All civil construction plan submittals are to be routed directly to Kacey Simon, Civil Plan Reviewer. The first *civil construction* plan submittal is to consist of a completed grading permit application, a plan set, a copy of the drainage report and a copy of the geotechnical report. Once the documents are ready to be submitted, we will provide you a link to where the materials can be uploaded to. The following review times apply:
 - a. First review = 5 weeks
 - b. Subsequent reviews = 3 weeks
20. Please be advised these comments are in reference to specific items and do not imply a full review of the proposed application. Additional comments which may change the design requirements will be provided during the civil construction plan review process.

City of Marysville Public Works – Water Resources - WWTP

Billy Gilbert, Water Quality Lead
360.363.8143
bgilbert@marysvillewa.gov

21. Plumbing system is subject to applicable requirements of MMC Chapter 14.10 “Water Supply Cross-Connections” and WAC 246-290-490.
22. This is a commercial facility requiring a RPBA directly downstream of the domestic water meter. For the purpose of premise isolation of the domestic water line. The RPBA shall be in accordance with Design standards 2-151-002.
23. A Double Check Detector Assembly (DCDA) is required for any fire line that is connected to the city’s water system.
24. A Reduced Pressure Backflow Assembly (RPBA) is required immediately downstream of any irrigation meter and in an above ground hotbox if a chemical/fertilizer injection system is installed. If the irrigation system is not chemically injected, a DCVA is sufficient for this application. The DCVA may be installed in an in-ground meter type box or vault. In accordance with Design Standards 2-15-001.
25. On-site inspections are to be performed by the City of Marysville Cross Connection Control Specialist at rough-in and final. 48 hours’ notice is required, prior to inspection.
26. Testing of all backflow prevention assemblies, by a Washington State Certified Backflow Assembly Tester, is required prior to occupancy use per MMC 14.10.120. Test report shall be forwarded to the City of Marysville Water Quality Office, prior to occupancy.

City of Marysville Public Works – Operations

Kim Bryant, Water Operations Supervisor
360.363.8163
kbryant@marysvillewa.gov

Tim King, Utility Construction Lead II
360.363.8264
tking@marysvillewa.gov

27. Water main tie-ins on 51st Ave NE shall be live taps.
28. Dead end water mains will require at a minimum a 2” blow off assembly.
29. Water details not shown.
30. Size of water main being installed is not shown.

City of Marysville Public Works – Engineering

Jesse L. Hannahs, PE, Traffic Engineering Manager
360.363.8287
jhannahs@marysvillewa.gov

31. Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.
 - a. Traffic Impact Fee (TIF) calculation improvement projects upon or frontage to be constructed by development shall be allowed for credit against Traffic Impact Fees up to the maximum amount of development TIF including:
 - i. 1st Ave NE (frontage improvements) from 152nd ST NE to Northern City Limits
 - b. Projects included within TIF calculations near development are:
 - i. 156th ST NE (Smokey Point Blvd. to 51st Ave NE)
 - ii. 152nd ST NE (51st Ave NE to east City limits)
 - iii. Intersection signalization of 156th ST NE/152nd St NE & 51st Ave NE
 - iv. Intersection signalization/roundabout of 156th ST NE & 47th Ave NE
 - v. Intersection signalization of 152nd ST NE & 47th Ave NE
 - vi. Intersection signalization of 51st Ave NE & 160th ST NE
 - vii. Intersection signalization of 51st Ave NE & 165th ST NE
32. A Traffic Impact Analysis (TIA) will be required.
 - a. This would include, for City approval, development of trip generation/distribution followed after City review/approval by identification of impacts and, where required, mitigation approaches.
 - i. Development TIA shall evaluate if/at what time during development phasing signalization of intersection of 51st Ave NE & 165th ST NE shall be required.
 - b. TIA should follow City guidelines to be provided.
 - c. Trip Distribution shall follow representations to be provided for neighboring areas developed based upon Comprehensive Plan Traffic Model.
 - i. Horizon Year analysis shall NOT include completion of:
 - ii. 152nd ST NE from 67th Ave NE to SR 9.
 - iii. I-5 & 156th ST NE Interchange. Funding for construction was removed with State Budget adopted in June 2023.
 - iv. 156th ST NE extension over BNSF tracks to west connecting to Snohomish County roadway network.
33. The City is currently undergoing a significant update of the City Comprehensive Plan including the Transportation Comprehensive Plan with anticipation of adoption in summer of 2024.
 - a. Traffic Impact Fees (TIF) and Projects included within will be reevaluated as part of this update.
 - b. Traffic Impact Analysis (TIA) not accepted before adoption would be expected to be compliant with the updated 2024 Comprehensive Plan including TIF.

34. Frontage Improvements shall be required per Comp Plan.
 - a. 51st Ave NE:
 - i. Three lane minor arterial per EDDS Standard Plan 3-201-004 including bike lanes, landscape strips, 5' sidewalks on both sides and street lighting.
 - ii. ROW Dedication shall be required to enable for future 5 lane arterial.
 - b. Intersection of 51st Ave NE & 165th ST NE
 - i. Ultimate intersection shall be signalized.
 - ii. At minimum if signal construction is not required, ROW shall be provided to allow for future traffic signal construction.
35. New roadway construction shall be required per Comp Plan.
 - a. 59th Ave NE (152nd ST NE through development parcel):
 - i. Three lane minor arterial per EDDS Standard Plan 3-201-005 including landscape strips, 12' multi-use trail on both sides and street lighting.
 - ii. Minimum half street frontage improvements including 24' of asphalt pavement shall be required along eastern property line.
36. Per EDDS 3-301, access management standards shall apply.
 - a. One access to arterials only per 500' of frontage.
 - b. Spacing of accesses shall be per EDDS.
 - c. Access shall be provided to lower volume roadway.
 - d. Signalization shall be assumed for purposes of access management standards at all public street intersections within/fronting proposed development. Location of future 51st Ave NE & 165th ST NE intersection to be located north of existing RV Park shall be shown on plans.
37. Per EDDS 3-506, street lighting will be required.
 - a. Street Lighting upon 51st Ave NE and 59th Ave NE shall be PUD installed fiberglass pole installation type street lighting.
 - i. Street lighting shall be designed as minor arterial utilizing 250 watt equivalent LED fixtures.
 - ii. Spacing of fixtures should be approximately 180'-220'.
 - iii. As part of civil construction approval proposed PUD street lighting locations shall be provided by the City for incorporation into the PUD site electrical plans.
 - iv. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD design.
38. Signing and Channelization Plans shall be required as part of Civil Construction plans.

City of Marysville Community Development – Building Division

Michael Snook, Building Official
360.363.8210
msnook@marysvillewa.gov

39. Applicant shall comply with any and or all provisions the 2018 Edition of the International Building, Residential, Mechanical, 2018 Uniform Plumbing Codes, and current Washington

State Amendments, or 2021 International Codes and Uniform Plumbing code if submitted after October 29, 2023

40. All plans and permit applications will be required to be submitted electronically as part of their submittal process. One (1) complete set of building plans, structural calculations, and 2018 Washington State Energy Code work sheets. 2021 Washington State Energy Codes required if submitted after October 29, 2023.
41. Contact our office if you have questions in regards to permit applications, checklists and/or handouts that you and/or your design team will be preparing plans for on your project.
42. If any demolition of structures is proposed, and you are unsure if permit/s will be required for the removal of any existing structures. Please contact the Building Division at 360-363-8100, to ask any specific questions. An asbestos report will be required for each demo permit.
43. Separate permits will be required for any proposed rockeries or underground storm vaults. One (1) complete set of building plans, structural calculations, site plan, and Geotech Report are to be submitted for review.
44. A grading permit will be required. A Geotechnical report shall be submitted to the City for this project. This is to be an in-depth report to address the following:
 - a. Soil Classification
 - b. Required Drainage Systems
 - c. Soil Compaction Requirements
 - d. Type of Footings, Foundations, and Slabs Allowed
 - e. Erosion Control Requirements
 - f. Retaining Walls
 - g. Fill and Grade
 - h. Final Grade
45. The building structure will be required to be designed under the 2018 IBC, Chapter 16, and Structural Design Requirements. Or 2021 IBC if submitted after October 29, 2023. The seismic zone criteria is to be established under the guidelines of a Washington State Licensed Architect and/or Structural Engineer.
46. Please provide scaled floor plans with square footage.
47. Show on the plans the type of building materials proposed, and if required, what type of fire-resistant construction will be required.
48. Site plan is to show the distance from the proposed structure to the property lines, from all sides of the building.
49. A Fire Sprinkler system will be required. The applicant is to verify this requirement with the Fire Marshal's Office.
50. All Electrical installations are to be permitted, inspected and approved through the City. The current code is NEC 2020 with WCEC Amendments. A separate application, plans, and plan review will be required.
51. Special Inspection will be required. The list of the type of inspections shall be indicated on the plans by the Engineer of Record. The owner is to notify the City of the registered special inspection agency prior to permit issuance.
52. Building application for plan review will be approximately 4-6 weeks for first-time plan review comments.

Marysville Fire District

Thomas J. Maloney, Fire Marshal
360.363.8500
tmaloney@mfdrrfa.org

53. No fire flow data is available. The fire flow required for this site is estimated at 3,000 gpm at 20 psi minimum residual pressure. *Contact the city water dept. for hydrant flow test information.*
54. The project shall comply with the current fire code requirements (2018 IFC) including WA State and local City of Marysville amendments to the fire code. Any fire code required construction permits (IFC section 105.7) are obtained through Marysville Community Development at 501 Delta Avenue.
55. Fire marshal approval of fire access and fire hydrant/water supply systems is required as part of the civil construction plan review and approval process.
56. The roadway and water system improvements for this project shall be in full compliance with city standards and fire code requirements for fire apparatus access and fire hydrant/water supply systems.
57. It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using IFC Appendix B, and depends upon building sizes, construction types, and sprinkler systems. Proof of fire flow will be required. Documentation/certification of available water supplies for providing the required fire flows is required for final approval of the water system for this project and prior to building construction. Check with the city Public Works Dept. for water system information.
58. Preliminary hydrant flow test of existing hydrants should be completed to evaluate the water available for fire flow to the site. The minimum fire flow required for this site is estimated at 3,000 gpm at 20 psi minimum residual pressure.
59. Where a fire pump is required for fire protection water supply it shall be diesel driven, or if electric motor driven shall have an approved backup power generator (diesel, LP, NG fuel).
60. Maximum fire hydrant spacing for the proposed use is 300' apart.
61. Hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5" Storz fitting, and include blue reflective roadway markers located four inches off the centerline on the hydrant side of the road.
62. The minimum required fire flow for hydrants protecting commercial MF buildings is 1,500 gpm.
63. Fire hydrants shall be provided in approved locations. Fire hydrants on an approved water main extension are required within the site for this development. Provide water main extensions with hydrants along the new roadways and at all road intersections in approved locations, with maximum spacing of 300 feet apart. Fire hydrants with approved water supply must be in service prior to building construction.
64. Fire hydrant coverage shall be provided along all roads and at intersections. *"Fire hydrants meeting city specifications shall be installed on all extensions of the city water system at the time such extensions are constructed. All hydrants shall be owned and maintained by the city. The location and frequency of fire hydrants shall be specified by the city utility department and fire department; provided, that fire hydrants in commercial and industrial zones shall be spaced not more than 300 feet apart"* (MMC

14.03.050). The location of fire hydrants requires fire marshal approval on civil construction plans.

65. A minimum 26 feet wide fire apparatus access is required within 20 feet on both sides of fire hydrants.
66. A minimum 26' wide fire apparatus access is required in the immediate vicinity of any building more than 30' in height for ladder truck operations, with the near edge of the access located within 15'-30' of the building, positioned parallel to one entire side of the building (IFC D105.3).
67. Turnaround provision is required for dead-end access in excess of 150 feet long.
68. An adequate access route for fire apparatus into and through the site must be in service prior to any building construction.
69. If vehicle impact protection is deemed required for protection of any equipment it shall comply with IFC Section 312. Guard posts (bollards) are typically required for protection of gas piping, electrical equipment, fire protection piping and hydrants located where they could be subject to vehicle damage.
70. Access for firefighting operations along all sides of all buildings is required. A minimum 10' wide access is required for commercial and industrial buildings. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 150 feet of a minimum 26' wide fire apparatus access.
71. The city address committee will determine road names and address numbers for the lots.
72. Emergency responder radio coverage shall comply with IFC 510 requirements.
73. A radio signal strength survey of the bare ground should be completed prior to construction to determine the existing signal strength for compliance with IFC 510 Emergency Responder Radio Coverage requirements. Additional testing is recommended after sheetrock has been installed, and required for final building acceptance.

Snohomish County Public Utilities District No. 1

Matt G. McReynolds Sr., PE
425.783.5627
mgmcreynolds@snopud.com

74. See attached e-mail string from PUD.

Snohomish County Public Utilities District No. 1

Matt G. McReynolds Sr., PE
425.783.5627
mgmcreynolds@snopud.com

75. See attached letter from Mark Flury, Senior Manager, dated August 2, 2023.

Washington State Department of Ecology

Doug Gresham, Wetland Specialist
425.429.1846
doug.gresham@ecy.wa.gov

I reviewed the M-51 Industrial project and have concerns about wetland filling and mitigation. It appears that the 51st Avenue ditch (Category III wetland) will be filled and put into a pipe. Although the Cascade Commerce Center was permitted to fill this ditch along their property, it does not mean that M-51 Industrial can do the same thing without permits.

The wetlands delineated on this property would be waters of the state subject to the applicable requirements of state law (see RCW 90.48 and WAC 173.201A) and Section 401 of the Clean Water Act (33 USC §1341) and 40 CFR Section 121.2. Because direct wetland impacts are proposed, the applicant shall obtain all necessary state and federal authorizations prior to beginning any ground-disturbing activities or vegetation removal. To obtain state and federal authorization, they should provide:

- a. A jurisdictional determination from the U.S. Army Corps of Engineers stating which delineated wetlands on the property are under federal jurisdiction.
- b. A JARPA form for impacts to jurisdictional wetlands submitted to Ecology at ecyrefedpermits@ecy.wa.gov.
- c. A mitigation plan for unavoidable wetland impacts following the standards in Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance (Ecology Publication # 21-06-003).

Snohomish County Public Works

Monica Summerset, Associate Land Development Analyst
425.262.2860
contact.pwCMS@snoco.org

The county received the city's request for review M-51 Industrial (PA23014), 16329 51 Ave NE. If the development is subject to SEPA, then mitigation under the county/city interlocal agreement is required.

The applicant has two options for determining the development's proportionate share mitigation. The applicant may (1) prepare a comprehensive traffic study to determine the development's proportionate share impact to the county adopted capacity improvements or (2) the applicant may have its proportionate share impact mitigation based on its average impact to County facilities as described in exhibit 2 of the ILA.

If option 1 is chosen, a comprehensive traffic study is needed consistent with the attached checklist.

If option 2 is chosen, the mitigation can be calculated based on \$/new ADT impacting the county road system.

The county requests mitigation based on one of the two options identified above. A written offer is required for either option chosen and an offer form is attached for the applicant's use.

Please return the completed form to Contact.pwCMS@snoco.org.

After you have had an opportunity to review the technical review comments, please let me know what technical review comments you need clarification on. Once received I can set up

a Zoom meeting with all of the applicable city and agency representatives. If you have any questions, please contact me at 360.363.8207, or by e-mail at cholland@marysvillewa.gov.

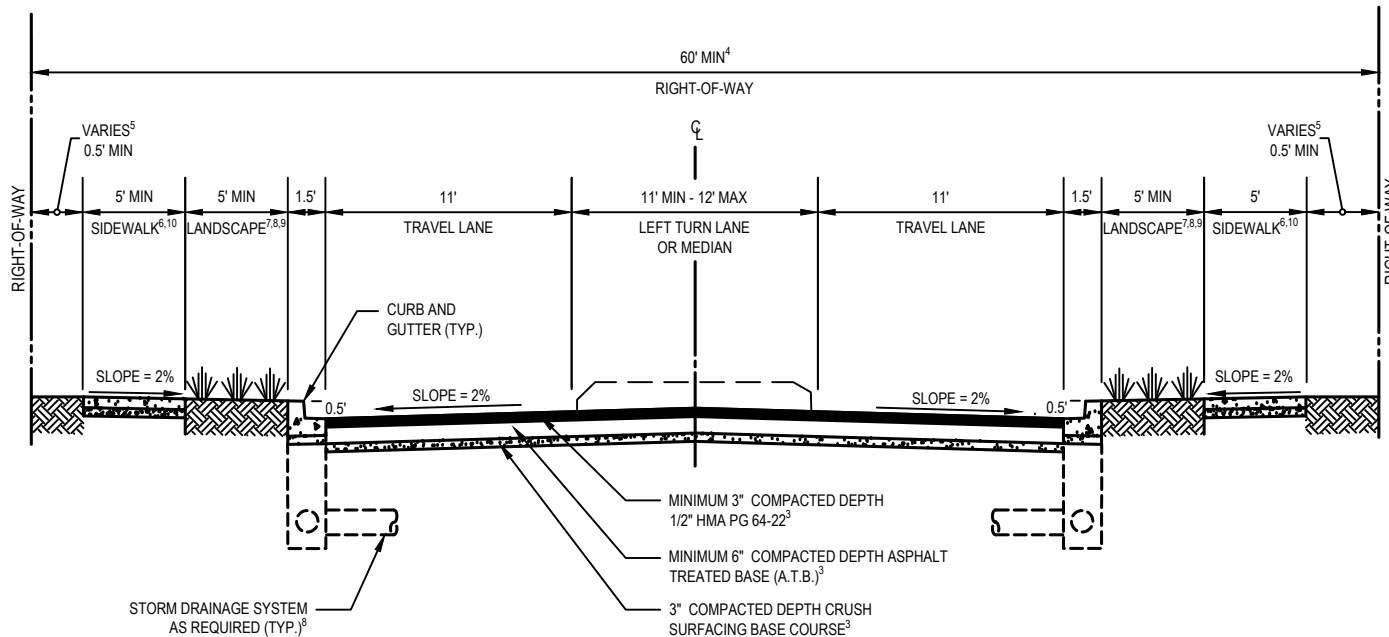
Sincerely,

Chris Holland

Chris Holland
Planning Manager

e-copy: Haylie Miller, CD Director
Mark Mowat, M-51 Industrial LLC

Attachments: 3-Lane Road Section
Distribution Maps
TIA Guidelines
PUD E-mail String
PUD Letter
Snohomish County TIF Offer Form



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
6. SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
7. LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
8. THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
9. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
10. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.

LANDSCAPE WIDTH

MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH

MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

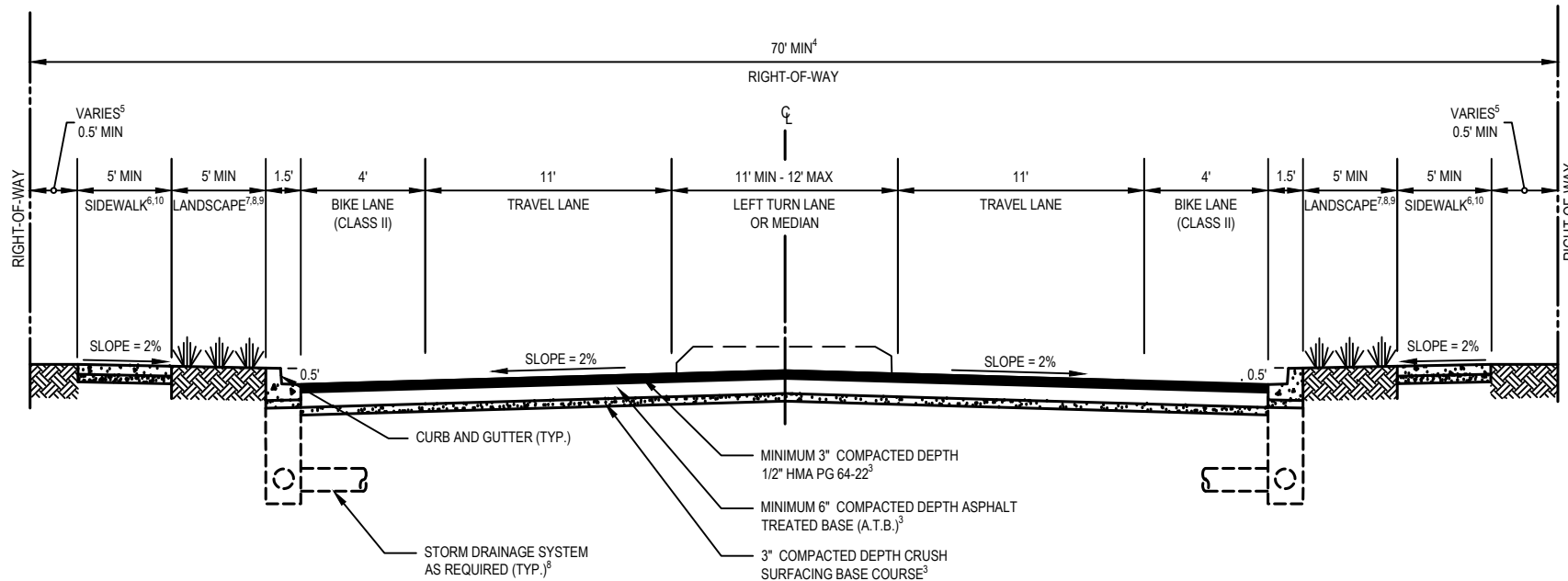
[Signature]
MARYSVILLE CITY ENGINEER

07/14/20

DATE



3-LANE ARTERIAL



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER AND DESIGNEE.
6. SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
7. LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
8. THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
9. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
10. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.

LANDSCAPE WIDTH

MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	4' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH

MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

[Signature]
MARYSVILLE CITY ENGINEER

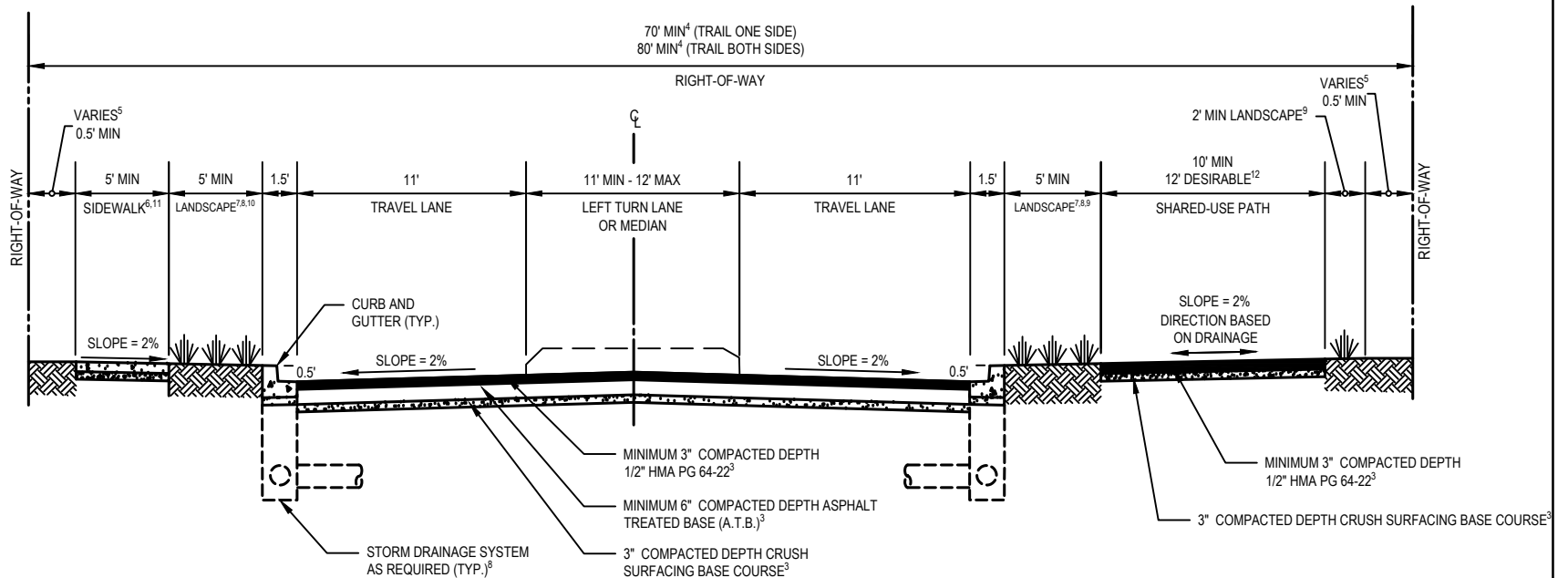
07/14/20

DATE



3-LANE ARTERIAL

BICYCLE CONFIGURATION



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
6. SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
7. LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
8. THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
9. THE MINIMUM HORIZONTAL CLEARANCE FROM THE EDGE OF SHARED-USE PATH PAVEMENT TO AN OBSTRUCTION SHALL BE 2', UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE. SLOPES SHALL BE NO STEEPER THAN 6H:1V FROM EDGE OF SHARED-USE PATH.
9. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
10. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.
11. SHARED-USE PATH SHALL BE 12' WHEN LANDSCAPING STRIP BETWEEN THE ROADWAY AND SHARED-USE PATH IS NOT PRESENT.

LANDSCAPE WIDTH	
MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH	
MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

 MARYSVILLE CITY ENGINEER

07/14/20
 DATE



3-LANE ARTERIAL

SHARED-USE PATH
 CONFIGURATION

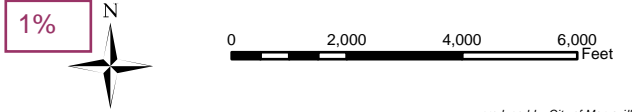
MIC NORTH - EXISTING



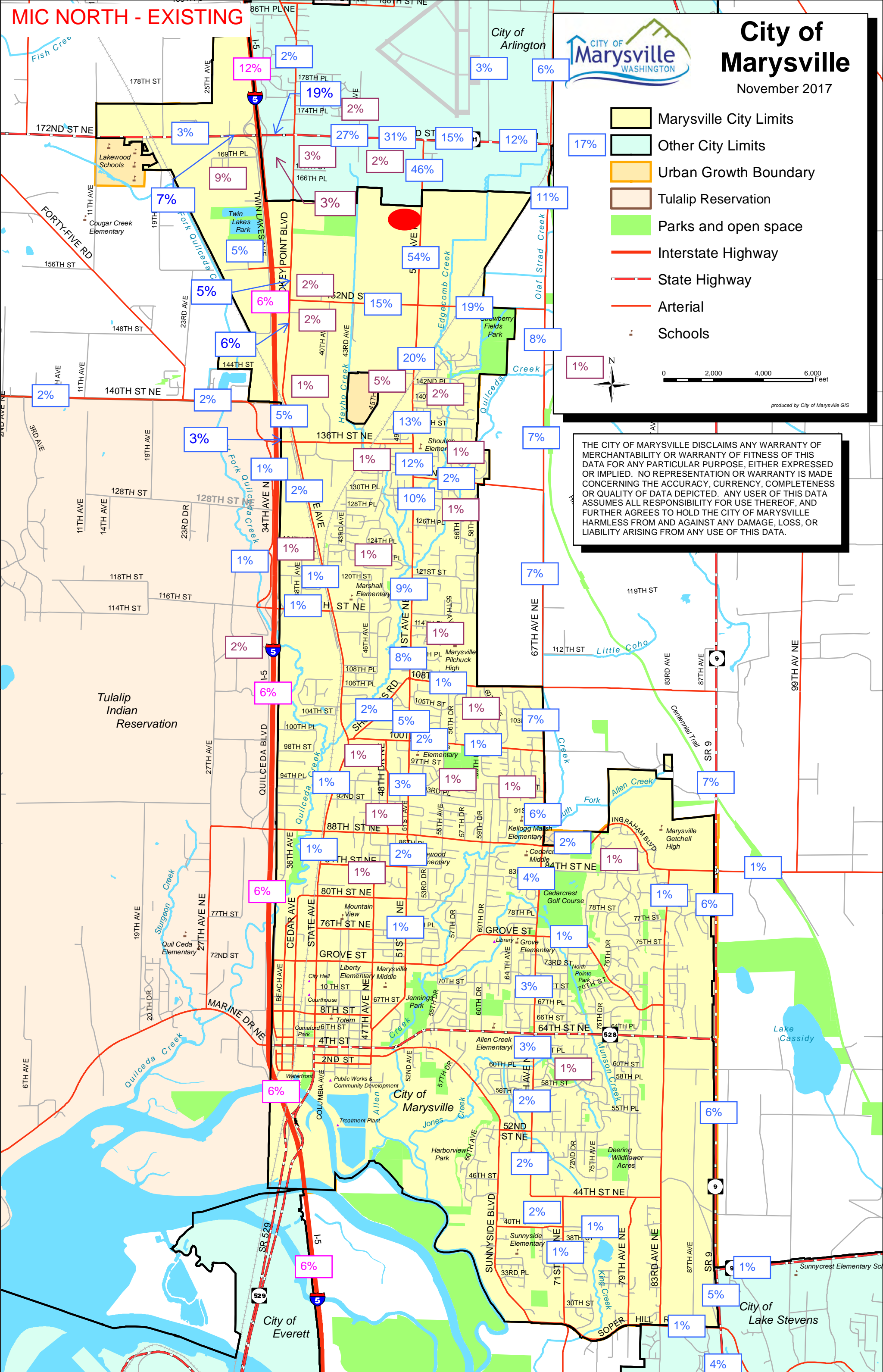
City of Marysville

November 2017

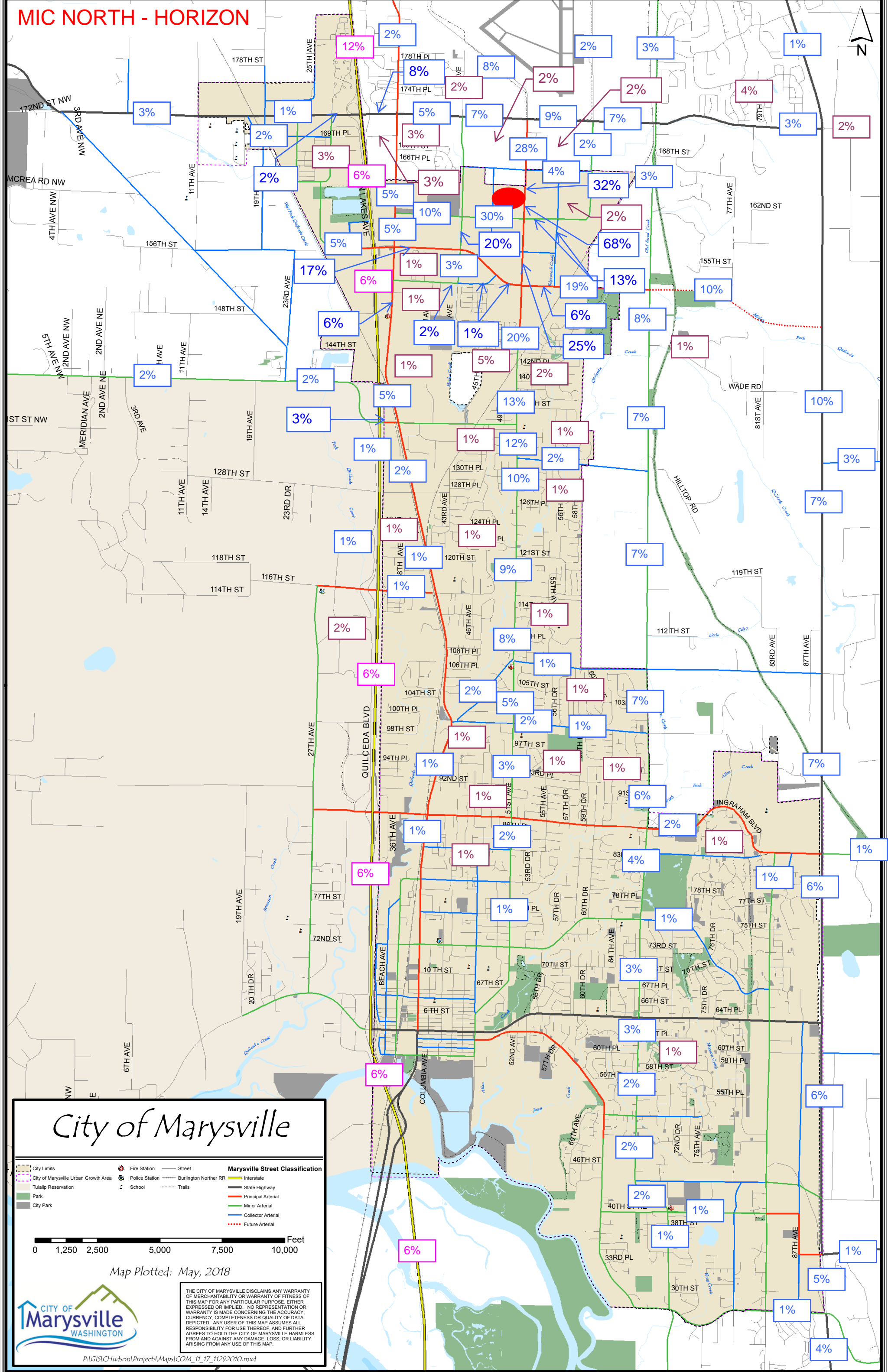
- Marysville City Limits
- Other City Limits
- Urban Growth Boundary
- Tulalip Reservation
- Parks and open space
- Interstate Highway
- State Highway
- Arterial
- Schools



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MIC NORTH - HORIZON



City of Marysville

			Marysville Street Classification

0 1,250 2,500 5,000 7,500 10,000 Feet

Map Plotted: May, 2018

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

P:\GIS\Hudson\Projects\Maps\COM_11_17_11292010.mxd





MEMORANDUM

FROM: Jesse Hannahs, Traffic Engineering Manager
Jesse Birchman, Transportation & Parks Maintenance Manager

DATE: June 5, 2023

SUBJECT: Traffic Impact Analysis Guidelines

All major new developments within City boundaries will require a Traffic Impact Analysis (TIA). Developments generating trips greater than defined Impact Thresholds shall have a TIA prepared to analyze impacts to the transportation system and to identify appropriate mitigation measures, if necessary.¹ All documents submitted in support of a TIA shall be prepared under the direction of a Professional Engineer with experience in traffic engineering licensed in the State of Washington. Final documents shall bear the seal of the responsible Professional Engineer. All direction and approvals are by the City Traffic Engineering Manager.

1) Definitions

- a) *Major Developments* generate ten (10) or more weekday p.m. peak hour trips or other hours as defined by the City Traffic Engineer during scoping.
- b) *Minor Development* generate less than ten (10) peak hour trips shall provide trip generation during project scoping only unless other distribution and analysis is necessary, such as proximity to other jurisdictions, known inadequate roadway condition, etc.
- c) *Impact* is defined as any intersection or site access driveway serving twenty five (25) or more peak hour project trips.
- d) *Opening Year* is defined as the anticipated year in which the development will be complete and open to the public.
- e) *Horizon Year* is the future year at which without and with-project traffic conditions are compared to forecast project impacts. The horizon year for each phase of the development shall be six (6) years from anticipated opening/completion of the development.
- f) *Mitigation Measures* are street improvements or a reduction of development trips to satisfy concurrency requirements of SEPA impacts.

¹ Documentation of trip generation or greater as at least a Minor Development is required when the City anticipates three or more new weekday PM peak hour trips will be generated by a proposal ([MMC 22D.030.060](#)).

- 2) Scoping
 - a) Describe the site's location, proposed and existing land uses and quantities, opening year, and any constraints.

 - b) Estimate the forecast increase in vehicular weekday p.m. peak hour trip generation and other periods as directed (e.g. daily, a.m. peak hour).
 - i) Required use of the most current edition of *Trip Generation Manual* published by the Institute of Transportation Engineers, or other approved methodology.
 - (1) All study sites used to develop a local trip rate must be reviewed and approved by City staff.
 - (2) Diverted Link Trips are not allowed
 - (3) Pass-By Trip shall use rates in the latest version of the ITE Trip Generation Manual or from the currently adopted Public Works Rules for Snohomish County Chapter 30.66B.²
 - (4) The ITE Trip Generation Manual multi-use (internal capture) methodology may only be used for projects
 - a) over 100,000 square footage of total floor space constructed at one time by a single owner conforming to criteria cited in ITE (multiple, differing land uses with applicable capture rates), or
 - b) For projects having mixed use zoning with multiple land-use types.
 - (5) Relocation of Existing Business:
 - a) A development project that relocates from an existing building to a new building shall not receive traffic mitigation credits if the existing building is not demolished or removed.
 - b) Credits shall be based on the trip generation methods described elsewhere in this document.
 - ii) Other non-vehicular trip generation estimates may be required when potentially greater than 25 peak hour trips. Trip generation values for City TIF and other fee calculations shall be carried to one (1) decimal point. Values for operational analysis should be rounded to the nearest whole number.

 - c) Identify the TIA Study Area & Peak Hour Analysis Periods – Arterial/arterial,³ signalized, or roundabout transportation facilities impacted by twenty five (25) or more peak hour project trips are required to

² See "Concurrency and Road Impact Mitigation Requirements of Chapter 30.66B SCC" at <https://www.snohomishcountywa.gov/1095/Public-Works-DPW-Rules>.

³ Major, minor, or collector

evaluated, regardless of travel mode, day of the week, or time of day. If less than 10 trips are forecast, summarize that no TIA is necessary.

- i) Typically the weekday PM peak hour is required. Other required periods may include weekday AM peak hour, generator peaks, Saturday, or Sunday peaks.
- ii) Trips shall be distributed using the distribution maps provide in Attachment A and proposal-specific distribution & assignment provided.
 - (1) Note that the construction of the 156th St NE interchange is currently funded to occur after 2030 and typically should not be assumed. Assuming this only with City approval.
- iii) Intersections and roadways shall be included except:
 - (1) Development having a total net building square footage of greater than 1 million square feet and/or
 - (2) Any peak hour required for analysis having greater than 1,000 development generated trips after determination of any acceptable trip reductions.

Developments meeting these criteria may be allowed to utilize the following to determine intersections for Intersection Analysis:

- a) Intersections beyond 3 roadway centerline miles from the development's boundary serving 50 or more peak hour trips
 - b) Intersections beyond 5 roadway centerline miles from the development's boundary serving 100 or more peak hour trips
 - c) Intersections with Traffic Impact Fee improvements beyond 3 roadway centerline miles from the development's boundary unless otherwise directed.
- iv) The following WSDOT intersections shall be evaluated when serving 25 vehicles during any one-hour period:
 - (1) SR529/State Avenue/Smokey Point Blvd. Corridor
 - (2) State Route 528 (4th Street/64th Street NE)
 - (3) State Route 531 (172nd St NE)
 - (4) All other intersections of two arterial/arterial or functionally classified streets on signalized or roundabout intersections
 - v) Snohomish County intersections and roadway segments serving three (3) or more weekday a.m. or p.m. peak hour trips are required to provide trip assignment figures and tables.⁴

- d) Provide an estimate of the required Traffic Impact Fee. Contact the City's Planner for current fee rate. Any Snohomish County traffic mitigation fee shall also be estimated.^{2,4}

⁴ See <https://www.snohomishcountywa.gov/888/Traffic-Mitigation-Concurrency>.

- 3) Transportation Impact Analysis
- a) Describe the site's location, proposed and existing land uses and quantities, opening year and horizon years, and any constraints.
 - b) Existing & Forecast Without-Project Conditions
 - i) Describe all existing transportation infrastructure and funded changes impacted by 25 or more project trips during any peak one-hour period. This may include but is not limited to roadways, driveways, sidewalks, transit stops and transit service rates, bicycle facilities, and multi-use trails. This shall include the impacted street network by functional classification, speed, geometry, and non-motorized facilities.
 - (1) Planned improvements by other entitled developments shall be identified. These shall not be assumed when evaluating horizon year without-project traffic operations.
 - ii) Summarize existing and forecast travel volumes for each mode of travel with specific numbers identified used for the operational analysis.
 - (1) This typically focuses on vehicular volumes but volumes of other travel modes shall be at least generally described.
 - (2) Traffic counts shall be no more than 12 months old⁵ and should include bicycles, pedestrians, peak hour factors and percentage of trucks.
 - (3) A general growth rate of 2% per year shall be used for operational analysis. A growth rate of 3% per year shall be used where pipeline data does not exist.
 - (4) The City will supply pipeline traffic data from previously entitled land use approvals add.
 - a) Pipeline data are for approved development projects distributing 25 or more trips to an arterial/arterial or signalized intersections.
 - (5) Note that previous permitted diversion of 25% of non-pipeline development background traffic volumes on 172nd St NE east of 19th Ave NE for Horizon Year analysis is typically not permitted. Construction of the 156th St NE interchange is currently funded to occur after 2030.

⁵ 12 months at the time of first TIA submittal. Up to 24 months is permitted for TIA updates/corrections up to land-use permit approval. New/updated counts TIA are required if permit approval before counts are 24 months old.

- iii) Vehicular traffic operations shall use the most recent version of the *Highway Capacity Manual* except roundabout operations shall use the most recent version of the WSDOT's Sidra policy/protocol.
 - (1) Detailed software output sheets shall be provided for all intersections and analysis scenarios to permit review or input and out analysis values.
 - (2) All City TIF and WSDOT capital projects funded to be constructed by the horizon year should be included but otherwise should be excluded.
 - (3) Planned improvements by other entitled developments shall not be assumed when evaluating horizon year without-project traffic operations unless construction permits have been issued.
 - (4) Vehicular LOS standards
 - a) LOS D for all City intersections except LOS E for those along:
 - (i) SR 529/State Avenue/Smokey Point Boulevard
 - (ii) 4th Street/64th Street NE (SR 528)
 - (iii) 88th Street NE east of I-5 to 67th Avenue
 - b) SEPA evaluation of roundabout v/c and queues are required.
 - c) The LOS standard applicable to each study intersection should be included for easy comparison in any summary tables.
 - (5) Signal Timing
 - a) Existing signal timings must be used for existing conditions. Timings shall be optimized for future conditions with cycle length between 60-180 seconds in 10 second intervals.
 - b) Minimum phase lengths for future operational analysis shall allow for adequate pedestrian crossing time per MUTCD/ITE standards.
 - (i) Citywide All Red time is 1.0 seconds.
 - (ii) Yellow Clearance intervals are determined based upon ITE methodology and range from 3.0 to 4.5 seconds.
 - c) Left Turn Phasing:
 - (i) Minimum phase lengths for future operational analysis shall allow for a minimum of 15 seconds for protected only left turns.
 - (ii) Minimum phase lengths for future operational analysis shall allow for a minimum of 10 seconds for protected/permitted left turns.
 - (iii) Lead/lag optimization shall only be allowed for coordinated systems at intersections with flashing yellow arrow (FYA) or protected only left turn phasing.

- (6) Ideal saturation flow rates greater than 1900 vehicles per hour of green per lane should not be used unless otherwise measured in the project vicinity.
- (7) Peak Hour Factors (PHF) shall be for the entire intersection consistent with traffic counts used for the existing analysis, or use a PHF = 1.00 and multiply the peak 15 minute period traffic volumes by 4.
- (8) Queuing:
 - a) Queuing analysis may be required in areas of known queue constraints and land uses with drive-through windows. If so, all study intersections shall be analyzed.
 - b) Queue lengths shall be calculated at the 95th percentile.
- iv) Summarize the most recent three (3) calendar years of WSDOT-provided roadway and intersection data.
 - (1) Patterns related to serious injuries, travel modes, all fatalities, or high collision locations shall be described.
 - (2) A rate of more than 1.0 collisions per million entering vehicles at an intersection and 10.0 collisions per million entering vehicles on a roadway segment are locations requiring more detailed review.
- c) Forecast With-Project Conditions
 - i) Estimate the forecast increase in vehicular weekday p.m. peak hour trip generation and other periods as directed (e.g. daily, a.m. peak hour).
 - ii) Trips shall be distributed as approved through scoping.
 - iii) Vehicular traffic operations shall be summarized.
 - iv) Impacts to roadways, driveways, sidewalks, transit stops and service rates, bicycle facilities, and multi-use trails should be described.
 - v) Impacts potentially increasing safety risks shall be evaluated. This includes adding any traffic to locations requiring detailed review (see 4.b above).
 - vi) Mitigation is required when the project results in or worsens operations below adopted standards, or worsens existing adverse safety conditions (e.g. intersection sight distance or stopping sight distance).
 - (1) Any required mitigation improvements included in the Traffic Impact Fee project list or other Local Improvement District project list are credited toward these fees.
 - (2) New or Modified Traffic Signals:
 - a) Shall meet at least one MUTCD warrant in the applicable horizon year.
 - b) Flashing yellow arrow (FYA) or protected left-turn phasing shall be provided where left turn lanes are present or warranted.

- c) Right-turn overlap phasing shall be provided where an exclusive right-turn lane is provided complementary to left-turn phasing.
 - d) All approaches with two-way center left-turn lanes, when signalized shall include dedicated left turn lanes with FYA signal displays.
- (3) Unsignalized turn lanes
 - a) Left-turn lanes - WSDOT Design Manual 1310.03(2) or other approved Exhibit used for storage length.
 - b) Right-turn Lanes - WSDOT Design Manual 1310.03(3) should be used for right turn lanes at unsignalized intersections. The note exempting multi-lane approaches for Exhibit 1310-21 should be ignored.
- (4) The use of traffic control devices to reduce impacts on residential streets is required by City EDDS 3-525. Traffic calming devices should be negotiated with City staff with the goal of reducing neighborhood infiltration of development generated spillover traffic.
 - a) City policy does not allow installation of new speed humps however allows for speed tables, traffic circles, curb bulb outs, etc.
- d) Required supporting information and data preferably provided in appendices include:
 - i) Maps not contained in the body of the report.
 - ii) Count data used for analysis.
 - iii) Level Of Service (LOS) calculations
 - (1) Summary sheets showing all signal timing and HCM inputs is required, including signal progression/coordination (e.g. green band figure).
 - iv) Warrant worksheets for signals, all-way stops, protected turn phasing, right and left turn lanes, intersection sight distance, etc.
- 4) Concurrency
 - a) The Public Works Department shall make a concurrency determination for each development application and the applicant shall provide an acceptance letter unless in disagreement with plans to appeal to the Hearing Examiner. Any change in the development after approval will be resubmitted to the director and re-evaluated for concurrency.

Chris Holland

From: McReynolds, Matt <MGMCReynolds@snopud.com>
Sent: Monday, July 31, 2023 2:08 PM
To: Chris Holland
Cc: Small, Dwane
Subject: [External!]RE: MI-51 (PA23014)
Attachments: 16015 51st Av NE- LD.jpg

External Email Warning! Use caution before clicking links or opening attachments.

Hi Chris,
Planning, Transmission and Substation just met to review our comments to the DR.
Current access to the M-SC line is as follows:

From 67th Av NE

Gate at south side of pole M-SC 3/12.
This gives the District Access from the pavement to the RR.

From 152nd St NE

Gravel/Dirt access road to (3) poles.
This gives the District Access to poles M-SC 3/17, M-SC 3/18, & M-SC 4/1.
This is between the RR to the east and the drainage ditch that may or might not be the future 59th Av NE.

From 51st Av NE

Easement road from the north side of Edgcomb Substation to the 50' easement shown on the proposed M-51 plans.
We currently have a temporary shoofly configuration on the east side of the substation and are using this access.
The strip of land on the south side of the substation is an apparent drainage ditch wetland.

M-SC 4/9, 4/8, 4/7, 4/6, 4/5, 4/4, 4/3 & 4/2.

The photo shown below is part of the development to the south (on the parcel south of our 50' easement).
I reduced the picture size and attached.

I have also attached Senior Principal Planner Dwane Small who has been working on projects in this are for years.

Matt G. McReynolds Sr. PE
Principal Engineer
PO Box 1107-1802 75th St SW
Everett, WA 98206
mgmcreynolds@snopud.com
425.783.5627
425.344.0874 Mobile/Text



From: Chris Holland <CHolland@marysvillewa.gov>
Sent: Monday, July 31, 2023 1:42 PM
To: McReynolds, Matt <MGMCReynolds@snopud.com>
Subject: MI-51 (PA23014)

Matt-

I'll make sure to pass along the comments to the applicant.

Looks like there is a 50' PUD easement along the south portion of lots that contain the overhead power.

How do you currently access? Through the gravel road in the photo shown below?

Here is a link to the [application materials](#) (see Exhibit 12 – Sheets TO-03, TO-04, RD-03, RD-05)

Thank you,

Chris Holland | Planning Manager

CITY OF MARYSVILLE
Community Development Department
501 Delta Avenue
Marysville, WA 98270

360-363-8000 Office
360-363-8207 Direct Line

cholland@marysvillewa.gov
<http://marysvillewa.gov>

From: McReynolds, Matt <MGMCR Reynolds@snopud.com>

Sent: Tuesday, July 25, 2023 11:20 PM

To: Chris Holland <CHolland@marysvillewa.gov>

Subject: [External!]M-51 RFI

External Email Warning! Use caution before clicking links or opening attachments.

7-25-2023

Hi Chris,

A group of us at PUD are reviewing a proposed development called M-51. Our specific concern is access to our poles to the east.

Attached is a PDF image of our easement from the County website.

Below is an image of the (8) transmission poles on (2) of the M-51 parcels. We identify the poles at M-SC 4/9, 4/8, 4/7, 4/6, 4/5, 4/4, 4/3 & 4/2.



In reviewing the documents that the City of Marysville sent we don't see any proposed access to our easement on parcels 31 0527 003 011 00 or 31 0527 003 001 00.

Do you have a more detailed site plan?

Matt G. McReynolds Sr. PE
Principal Engineer
PO Box 1107-1802 75th St SW
Everett, WA 98206
mgmcreynolds@snopud.com
425.783.5627
425.344.0874 Mobile/Text



From: Chris Holland <CHolland@marysvillewa.gov>
Sent: Friday, July 29, 2022 8:41 AM
To: McReynolds, Matt <MGMCreynolds@snopud.com>; Angela Gemmer <agemmer@marysvillewa.gov>; Jake Wetzel <jwetzel@marysvillewa.gov>
Subject: RE: [External!] RE: [External!] Sand Silo.pdf

Matt-

I'm confused what you are requested from the City.

Additionally, I'm unaware of any Sand Silo project.

Thank you,

Chris Holland | Planning Manager

CITY OF MARYSVILLE
Community Development Department
80 Columbia Avenue
Marysville, WA 98270

360-363-8100 Office
360-363-8207 Direct Line
360-651-5099 Fax

cholland@marysvillewa.gov
<http://marysvillewa.gov>

From: McReynolds, Matt <MGMCreynolds@snopud.com>
Sent: Friday, July 29, 2022 8:04 AM
To: Angela Gemmer <agemmer@marysvillewa.gov>; Jake Wetzel <jwetzel@marysvillewa.gov>; Chris Holland <CHolland@marysvillewa.gov>
Subject: [External!] RE: [External!] Sand Silo.pdf

External Email Warning! Use caution before clicking links or opening attachments.

Angela,
Congratulations on your promo to long range planning.

Chris,
The various agencies (City, County, Federal, Tribal) send DR's for several types of projects.

This one is more toward Marysville Public Works than Planning.
It is always safest to have a project like this go through a Documented DR.

Matt G. McCreynolds Sr. PE
Principal Engineer
PO Box 1107-1802 75th St SW
Everett, WA 98206
mgmcreynolds@snopud.com
425.783.5627
425.344.0874 Mobile/Text



From: Angela Gemmer <agemmer@marysvillewa.gov>
Sent: Friday, July 29, 2022 7:57 AM
To: McReynolds, Matt <MGMCreynolds@snopud.com>; Jake Wetzel <jwetzel@marysvillewa.gov>; Chris Holland <CHolland@marysvillewa.gov>
Subject: FW: [External!] Sand Silo.pdf

CAUTION: THIS EMAIL IS FROM AN EXTERNAL SENDER.
Do not click on links or open attachments if the sender is unknown or the email is suspect.

Hi Matt and Jake,

It appears that this matter involves property near Roy Robinson, but it doesn't appear that a location was provided or specific questions. I've transitioned to long-range planning, and Chris Holland, Planning Manager, has been the project manager for most of the properties in this area, so I've copied him. He or one of his team will be able to assist you with questions you may have. Hope you have a great weekend!

Thank you!



Angela Gemmer, Principal Planner
CITY OF MARYSVILLE
Community Development Department
80 Columbia Avenue, Marysville, WA 98270
360.363.8240 or agemmer@marysvillewa.gov



Providing quality water, power and service at a competitive price that our customers value

August 2, 2023

Chris Holland
City of Marysville
80 Columbia Avenue
Marysville, WA 98270

Dear Mr. Holland:

Reference Number: PA23014 M-51 Industrial

District DR Number: 23-10-735

The District presently has enough some facilities in the area. However, we are unable to determine if enough electric system capacity is available until the District is notified of any additional load information that may be identified for the proposed development. *Please contact the District as early as possible once you have information as to the type of businesses to be built in this development. This project may necessitate a study of system impact to the electric system for any of the businesses that require a large electric usage.*

Transmission structures M-SC 4/6 to 4/12 are on parcel 31052700301100, and structures M-SC 4/2 to 4/6 are on parcel 31052700300100. WAC clearances are required, and necessary relocations will be at the developer's expense. Access to our transmission via the above two parcels is required; access through the northwest parcel could be an option. The developer must work with the District for access to our Transmission facilities.

The District must have access to its transmission line and poles with line trucks, cranes and heavy equipment that allow us to re-build and maintain our facilities on our easement. Any designed roadway area along our easement, or area adjacent to our easement, must withstand the loading and turning radius needed to operate our trucks, cranes, and other equipment. We require gates that can be locked at the access points to the easement area to prevent non-PUD vehicle access; these gates will need to be sized to allow PUD vehicle and equipment access.

All the above requirements must be planned in advance of final design of the M-51 Industrial project and shall be reviewed by the District for input and approval before a permit is granted.

There are existing primary overhead lines and poles on the south property boundary and along PUD substation property and on the west side of 51st Avenue NE. The project will require primary line extension to provide electric service to buildings.

There are several wetlands on the project site. Please include any required utility work in the scope of all applicable land use/development/stormwater permits including for any planned over- or under-stream and wetland utility crossings.

The proposed development surrounds Edgecomb Substation. It appears the grading plan will create a low area along the north and east property lines of District property where water could potentially pond. The District requests that the developer take this into consideration and modify the grading and drainage design as needed to mitigate this potential impact.

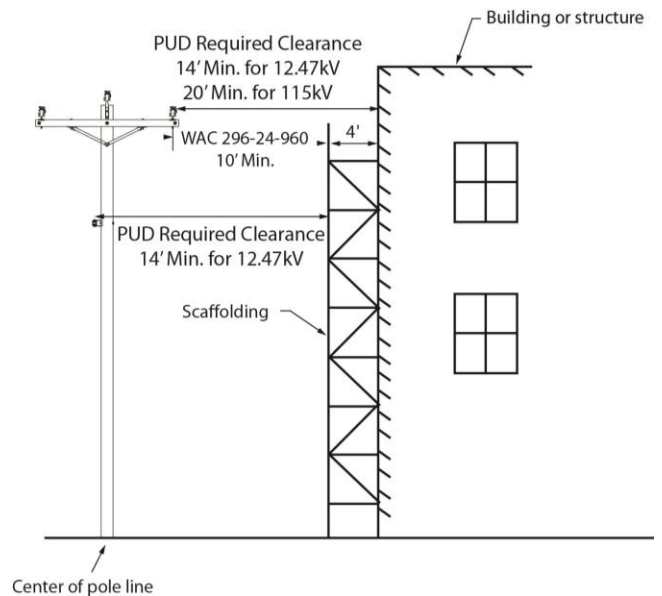
The development also appears to include 51st Avenue NE frontage improvements that extend along the District's property and across the access driveway to Edgecomb Substation. We request the design includes input from the District to ensure adequate substation ingress and egress and to ensure access to Edgecomb Substation is maintained throughout the construction process.

Cost of any work, new or upgrade, to existing facilities that is required to connect this proposed development to the District electric system shall be in accordance with the applicable District policy. The developer will be required to supply the District with suitable locations/easements upon its property for any electrical facilities that must be installed to serve the proposed development. It is unlikely that easements will be granted on District-owned property, or consents granted within District transmission line corridors.

Please be advised that per WAC 296-24-960 the minimum worker safety clearance from any District distribution conductor is 10 feet. **Therefore, the District requires a minimum 14-foot clearance from any structure to accommodate workers, scaffolding and ladders. Minimum worker safety clearance from 115kV transmission wires is 20 feet.**

Any relocation, removal or undergrounding of District facilities to accommodate this project and the worker safety clearances shall be at the expense of the project developer and *must be coordinated with the PUD in advance of final design*. Please include any project-related utility work in all applicable permits.

Please be aware that if your project is being reviewed by Snohomish County and there are critical areas or buffers within your project as defined by Snohomish County in SCC 30.62A.300, you may be required to do a critical area study. Any utility work that will increase the utility footprint, such as installation, extension or construction is subject to these standards and requirements. New utility construction and installation are only allowed within critical areas or buffers when no alternative location exists and when you mitigate any impacts to the area. Snohomish County can provide the critical area study and has listed its fee structure under SCC 30.86.525. Snohomish PUD requires that, prior to applying for electrical service from the PUD, you address any critical area considerations and obtain the appropriate approvals to proceed with your project.



Cost of any work, new or upgrade, to existing facilities that is required to connect this proposed development to the District electric system shall be in accordance with the applicable District policies. The developer will be required to supply the District with suitable locations/easements upon its property for any electrical facilities that must be installed to serve the proposed development.

Please contact the District prior to design of the proposed project. For information about specific electric service requirements, please call Rob McManis in the District's Key Accounts office at 425-346-5547.

Sincerely,

Mary Wicklund for

Mark Flury, Senior Manager
Transmission & Distribution System
Operations & Engineering

Cc: Joe Hopper – jhopper@ldccorp.com
Rob McManis, Executive Accounts

Traffic Mitigation Offer to Snohomish County

The applicant completes part one and submits it to the City with a completed county traffic worksheet. The City completes part two and sends it to the County. The County completes part three and sends it back to the City.

Part One to be completed by Applicant

<p>Basic Development Information</p> <p style="margin-left: 20px;">Name of City in which development is located</p> <p style="margin-left: 20px;">Name of Proposed Development</p> <p style="margin-left: 20px;">County Project File Number (if known)</p> <p style="margin-left: 20px;">Name of Applicant</p> <p style="margin-left: 20px;">Address of Applicant</p>																													
<p>Proportionate Share Calculation: Choose Option A or B</p> <p><input type="checkbox"/> Option A: Based on a percentage of the County's adopted impact fee (attach traffic worksheet)</p> <p style="margin-left: 20px;">1. The applicable percentage of the County's fee: _____%</p> <p style="margin-left: 20px;">2. Net New Average Daily Traffic: _____ ADT</p> <p style="margin-left: 20px;">3. The adopted County impact fee for this development: _____\$/ADT</p> <p style="margin-left: 20px;">4. Total Proportionate Share Amount: \$_____</p> <p><input type="checkbox"/> Option B: Based on a comprehensive traffic study (attach traffic worksheet and traffic study)</p> <p style="margin-left: 40px;">_____ No road improvements are impacted. Hence, proportionate share amount is zero (\$0).</p> <p style="margin-left: 40px;">_____ The following road improvements are impacted. The calculation of proportionate shares is summarized below.</p> <table style="width: 100%; border-collapse: collapse; margin-left: 20px;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">List by Names/Description the Impacted County Projects (attach other pages if necessary)</th> <th style="text-align: left; border-bottom: 1px solid black;">County Project ID#</th> <th style="text-align: left; border-bottom: 1px solid black;">PHTs Impacting Project</th> <th style="text-align: left; border-bottom: 1px solid black;">Capacity Cost per PHT</th> <th style="text-align: left; border-bottom: 1px solid black;">Proportionate Share Obligation per Impacted Project</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px 0 2px 20px;">1.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding: 2px 0 2px 20px;">2.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding: 2px 0 2px 20px;">3.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="padding: 2px 0 2px 20px;">4. Total Proportionate Share Amount (sum of obligations for each impacted project)</td> <td style="padding: 2px 0 2px 20px;">\$_____</td> </tr> </tbody> </table>					List by Names/Description the Impacted County Projects (attach other pages if necessary)	County Project ID#	PHTs Impacting Project	Capacity Cost per PHT	Proportionate Share Obligation per Impacted Project	1.					2.					3.					4. Total Proportionate Share Amount (sum of obligations for each impacted project)				\$_____
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1.																													
2.																													
3.																													
4. Total Proportionate Share Amount (sum of obligations for each impacted project)				\$_____																									
<p><input type="checkbox"/> Trip Distribution and Assignment if required</p> <p>If required, attach AM and PM peak-hour trip distribution and assignment. Attach traffic worksheet showing whether or not AM and PM peak-hour trip distribution is required and include a traffic study.</p>																													
<p><input type="checkbox"/> Mitigation of Other Impacts if required</p> <p>Mitigation of Impacts on Level of Service</p> <p style="margin-left: 20px;">_____ No impact or not applicable _____ Mitigation as described in attached traffic study.</p> <p>Mitigation of Impacts on Inadequate Road Conditions</p> <p style="margin-left: 20px;">_____ No impact or not applicable _____ Mitigation as described in attached traffic study.</p> <p>Mitigation for Impacts on Access or Circulation</p> <p style="margin-left: 20px;">_____ No impact or not applicable _____ Mitigation as described in attached traffic study.</p>																													
<p><input type="checkbox"/> Written Offer</p> <p>The Applicant hereby voluntarily agrees to pay the total proportionate share amount shown above for impacts of the proposed development on the capacity of Snohomish County roads and provide mitigation of all other impacts as indicated above and described in attached documents.</p> <p>BY: _____ Date: _____</p> <p style="margin-left: 20px;">Signature by Authorized Official of Applicant or Authorized Representative</p> <p style="margin-left: 20px;">Print Name and Title _____</p> <p><i>Instructions to Applicant.</i> Submit this Offer, a completed county traffic worksheet, and any other attachments to the City with your initial application.</p>																													

Part Two: To be completed by the City

Receipt of Written Offer and attachments by City and routing to County

Name of Proposed Development _____
 City Project File Number _____
 Date Received _____
 City Staffer Assigned to Project _____
 Address _____
 Phone _____

Instructions to City. Send this offer and all attachments to Snohomish County @ Contact.pwCMS@snoco.org

Received by: _____
 _____ Date: _____
 Initialed by City Staffer _____ Print Name and Title _____

Part Three: To be completed by Snohomish County

Receipt of Offer and attachments by Snohomish County and routing back to City

Name of Proposed Development _____
 City Project File Number _____
 Received by: _____
 _____ Date: _____
 Initialed by County Staffer _____ Print Name and Title _____

Snohomish County Mitigation Request to City

Snohomish County has reviewed the traffic study worksheet and mitigation offer submitted by the applicant and has determined as follows:

<input type="checkbox"/> Snohomish County requests that the City impose the mitigation offered above as a condition of approval for the Development. Snohomish County agrees to accept changes in the mitigation payment amount shown above resulting from TDM or lot-yield adjustments approved by the City.	<input type="checkbox"/> Snohomish County requests that the City require additional supplemental information to adequately evaluate the proposed development's impacts. <input type="checkbox"/> The information requested is shown in the notes below.
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By: _____ Date: _____
 Signature by Authorized County Staffer _____ Print Name and Title _____

Routing Back to City

Instructions to County Send this offer and all attachments to the City Staffer shown in Part Two above.

Sent by: _____
 _____ Date: _____
 Initialed by City Staffer _____ Print Name and Title _____

Notes