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engineering & planning

# **BINDING SITE PLAN REVIEW PROJECT NARRATIVE WILLIAMS INVESTMENTS INDUSTRIAL PARK**

16204 51st Ave. NE Marysville, WA (Title Parcel B)  
15808 51st Ave. NE Marysville, WA (Title Parcel C)

*10/30/2023*

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## I – Project Summary

<b>Project Name:</b>	Williams Investments Industrial Park (WIIP)	
<b>Owner/Applicant:</b>	Williams Investments Ryan Kilby, Jari Williams <a href="mailto:ryan@williamsinvest.com">ryan@williamsinvest.com</a> 425-750-7926	
<b>Contact Person:</b>	CG Engineering Carmel Gregory <a href="mailto:carmelg@cgeengineering.com">carmelg@cgeengineering.com</a> 425-778-8500	
<b>Site Address:</b>	16204 51st Ave. NE Marysville, WA (Title Parcel B) 15808 51st Ave. NE Marysville, WA (Title Parcel C)	
<b>Parcel Number(s):</b>	Title Parcel B: 31052800400100 Title Parcel C: 31052800400400	
<b>Site Area:</b>	Title Parcel B: 4,071,299 SF (93.46 Acres) Title Parcel C: 1,688,410 SF (38.76 Acres)	
<b>Comprehensive Plan:</b>	Light Industrial (Li)	
<b>Zoning:</b>	Light Industrial (Li)	
<b>Other Planning Areas:</b>	Cascade Industrial Center (CIC), Smokey Point Master Plan	
<b>Adjacent Zoning:</b>	North:	Arlington Zoning – General Commercial (GC) with Mixed Use (MU) Overlay
	East:	Light Industrial (Li)
	South:	Light Industrial (Li)
	West:	Open (Hayho Creek), also Li with GC Overlay
<b>Existing Use:</b>	Undeveloped Vacant Land	
<b>Proposed Use:</b>	Light Industrial (Li)	
<b>Critical Areas:</b>	On-site Wetlands A, B, C, D, E, and F Wetland F (Category II) continues Off-site to the north in Arlington. Hayho Creek (Type F Stream) along western property boundary.	
<b>Current Permit Requests:</b>	Preliminary Binding Site Plan (BSP)	
<b>Previous Permit Numbers:</b>	Preapplication Meetings: - PreA22050 (01/19/2023) - PreA21018 (04/04/2021)	

### Project Description

The project proposal is to create a Binding Site Plan (BSP) to subdivide the subject property and create building pads, for future sale and/or development of manufacturing/industrial uses on the individual lots. Development within this binding site plan includes subdivision of two adjacent parcels called out as “Title Parcel B” and “Title Parcel C” on the provided Binding Site Plan Plat Map and the title report.

The project is part of a larger development plan, the north 20 acres of which are in the City of Arlington. The Arlington site, Williams Investments Commercial Park (WICP), is currently in review for a Binding Site Plan with the City of Arlington.



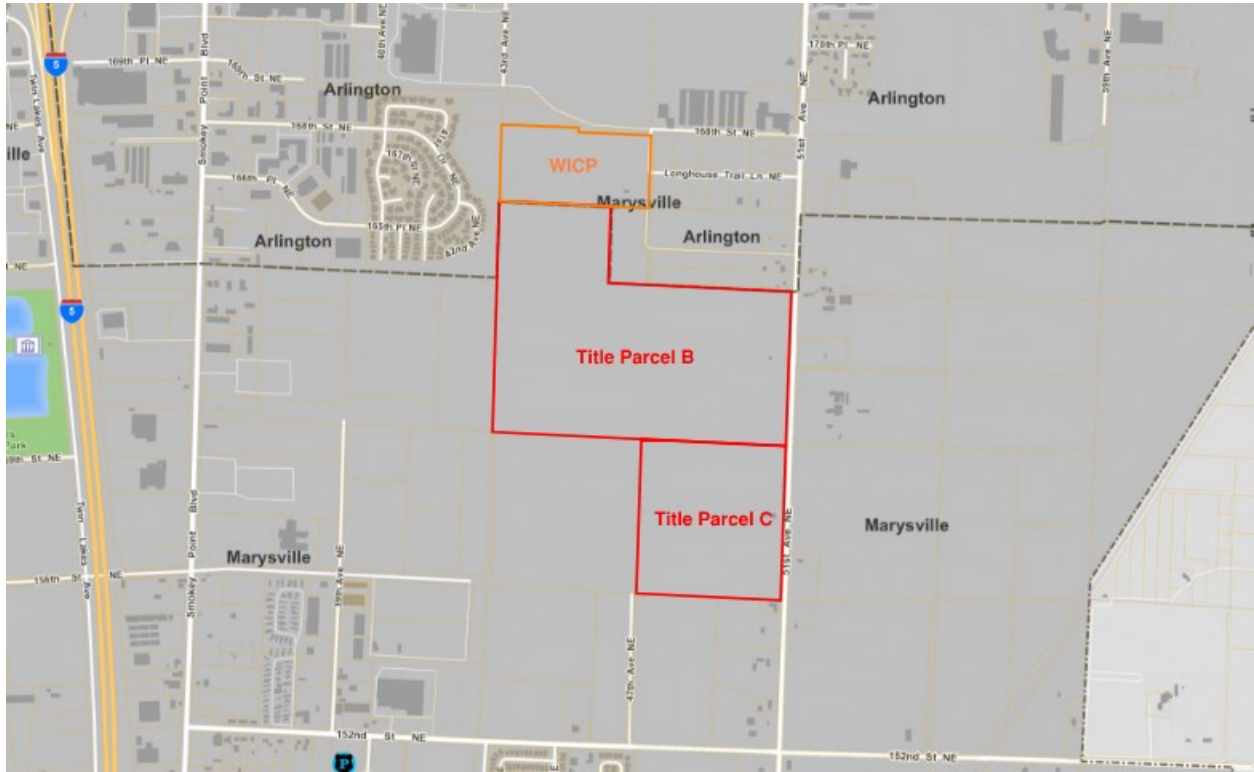


Figure 1: Vicinity Map



Figure 2: Aerial Photograph

## II – Project Introduction

This narrative provides an overview of the project proposal; refer to enclosed project materials for more information.

### **Existing Site**

The project property is located at 16204 and 15808 51st Ave. NE Marysville, WA 98271 on two parcels. The northern parcel, Title Parcel B (31052800400100) is 4,071,299 SF (93.46 Acres) in size, and Title Parcel C (31052800400400) is 1,688,410 SF (38.76 Acres). The sites were both purchased by 5J Williams Family LLC in 2019. According to Caldera Archaeology’s 2021 Cultural Resources Report, the project area is located within the traditional area of the Stillaguamish Indian Tribe. At the time of the report, no cultural materials or anthropogenic soils were observed.

### **Land Use**

#### **Existing**

The property is currently vacant, but the previous uses of the site were residential and agricultural from the 1940s until at least 2009. The site has been vacant and unoccupied since 2013, per the Phase I Environmental Site Assessment provided as part of this proposal. Utility installations associated with SnoPUD and Olympic Pipeline Company are installed on site, which will be covered in more detail in separate sections below.

Adjacent land uses include general commercial to the north, light industrial to the east and south, as well as public open space to the west.

#### **Proposed**

Proposed uses are anticipated to be manufacturing/industrial uses as permitted in the LI zone and encouraged by the CIC. Specific uses will depend on future tenants.

#### *Subdivision*

The project includes the creation of 9 new lots and one wetland tract, as well as dedicating right-of-way for the widening of 51st Ave NE and the construction of new roads at 47th Ave NE and 160th St. NE. See provided Binding Site Plan Plat Map for lot layout and further detail.

<b>Parcel</b>	<b>Lot/Tract</b>	<b>Lot Area</b>
Title Parcel B	Tract A	1,180,821 SF (27.11 AC)
	Lot 1	37,393 SF (0.86 AC)
	Lot 2	482,694 SF (11.08 AC)
	Lot 3	573,084 SF (13.16 AC)
	Lot 4	771,905 SF (17.72 AC)
	Lot 5	680,415 SF (15.62 AC)
	Lot 6	127,401 SF (2.92 AC)
Title Parcel C	Lot 7	353,969 SF (8.13 AC)
	Lot 8	652,946 SF (14.99 AC)
	Lot 9	547,140 SF (12.56 AC)

Table 1: Lot and tract area per provided Binding Site Plan Plat Map.

### *Buildings*

The project proposes the construction of six building pads across the entire site. The building area of each pad is outlined in the table below. Buildings A, B, D, and E are located on individual lots, and Buildings C and F are split by internal lot lines to provide options for possible multi-tenant buildings. See provided Architectural Plan for full building and lot coverage calculations.

<b>Building</b>	<b>Location</b>	<b>Anticipated Use</b>	<b>Building Area</b>
Building A	Lot 2	Office/Warehouse	245,675 SF
Building B	Lot 3	Office/Warehouse	254,100 SF
Building C	Lots 4 & 5	Office/Warehouse	788,102 SF
Building D	Lot 6	Office/Warehouse	25,100 SF
Building E	Lot 8	Office/Warehouse	275,392 SF
Building F	Lot 7 & 9	Office/Warehouse	463,601 SF

*Table 2: Building area and passenger car parking provided per provided Architectural Plan.*

### *Parking*

Parking on the site has been calculated and designed with a mix of office space and warehouse use in mind, similar to other nearby Light Industrial zoned developments. Refer to architectural site plan for parking calculations.

## **Nearby Properties**

Several nearby properties have begun development and construction of light industrial, distribution, and commercial uses in similar scales to the project proposal.

### *Williams Investments Commercial Park*

The Williams Investments Commercial Park (WICP) is contiguous with WIIP and under the same ownership. It is currently being permitted with the City of Arlington. This project site is currently undeveloped and vacant and zoned General Commercial. WICP is planned to develop more or less alongside the Marysville site. After binding site plan approval and dedication of a portion of Wetland F located under Arlington jurisdiction, multiple flex buildings will be developed and built as are permitted under City of Arlington zoning code. Although WICP and WIIP are contiguous and under one ownership, they have no planned joint access because Wetland F and its buffer extend across the shared boundary line.

### *Northpoint/Cascade Commerce Center*

The Northpoint/Cascade Commerce Center development is located east of the project site across 51<sup>st</sup> Ave. NE. This development has received preliminary binding site plan approval with the City of Marysville and has already begun construction of the first of nine light industrial use buildings, as well as early grading for the second phase of construction. The Northpoint development is responsible for half street improvements to 51<sup>st</sup> Ave. NE opposite the proposed Williams Investments Industrial Park project, has constructed an extension of 160<sup>th</sup> St. NE to the east, as well as intersection improvements to the 160<sup>th</sup> St. NE/51<sup>st</sup> Ave. NE intersection.

### *Marysville Corporate Center*

The Marysville Corporate Center development is adjacent to the southwest of the proposed project. This project is within the Light Industrial zone and is also anticipating light industrial/warehousing uses. Marysville Corporate is expected to complete half street improvements for 47<sup>th</sup> Ave NE and 160<sup>th</sup> St. NE, across from the WIIP property.

### *Other Nearby Properties*

South of Title Parcel C, there are existing residential/agricultural properties with light industrial zoning. To the northeast of Title Parcel B along 51<sup>st</sup> Ave. NE, Emerald Springs RV Park is separated from the project site by a narrow right of way. A SnoPUD electrical substation is east of the project site across 51<sup>st</sup> Ave. NE and has retained an easement for electrical facilities along the project's eastern boundary.

## **Critical Areas**

### **Existing**

As delineated by Soundview Consultants, there are six (6) depressional wetlands located on the project site, referred to as Wetlands A, B, C, D, E, & F. Wetlands A-B and D-E are classified as Category IV wetlands, Wetland C is considered a Category III wetland, and Wetland F is a Category II wetland, which continues off-site to the north and northwest. Due to the varied wetland features on site, a Wetland Assessment Report prepared by Soundview Consultants has been provided with this submittal for further discussion and detail.

Hayho Creek is a Type F stream and is artificially channelized along the western site boundary. The creek originates to the north in Arlington, adjacent to single-family residential and commercial developments, and flows south through the project site for approximately 1.5 miles before joining Quilceda Creek Middle Fork. Agricultural ditches are also present on the site, though they are indicated as unregulated by the DNR.

### **Proposed**

The project has been carefully designed in coordination with Soundview Consultants to avoid and minimize impacts to the identified critical areas of the site to the greatest extent feasible through mitigation and enhancement of the most productive portions of the site: Wetland F and Hayho Creek. Wetlands A, B, C, D, and E are proposed to be cleared and filled to allow for site development. These Wetlands were identified as the lowest-functioning critical areas on-site, and proportionate mitigation and enhancement is proposed within and around Wetland F and Hayho Creek.

## **Olympic/BP Pipeline**

### **Existing**

Two natural gas pipelines owned by the Olympic Pipeline Company and operated by BP extend diagonally across the property from the southeast to the northwest, each located in a separate easement. BP has its own internal review of development occurring over or near the gas easements. The applicant has been working with BP on initial reviews and will continue to coordinate with them concurrent with City of Marysville reviews.

### **Proposed**

The project proposes minimal changes to the pipeline easement areas. Most of the easement area will be retained at its existing grade. A handful of vehicular crossings (both public roads and private drive aisles) are needed to maintain accessibility through the site – where possible, these crossings are at existing grade. A soft surface recreational trail is proposed to run along the length of the pipeline easement area to connect the enhanced wetland area in the northwest portion of the site to the southwest corner of the site, as well as to provide enhanced pedestrian connections and recreational opportunities.

## **Topography, Grading & Drainage**

### **Existing**

The project site is largely flat and cleared farm fields that were previously used for crop and sod production. with little elevation change across the entire site.

Along the northernmost property line, a line of trees comprised primarily of cottonwood and willow trees is present. There are also forested patches along the western boundaries of the southern parcel and portions of the northern parcel. These forested patches contain alders, cottonwoods, and aspen trees and various species.

The existing site contains wetland areas in the northwest and southeast areas of the site where a portion of the existing runoff flows to. Existing drainage/agricultural ditches are spaced throughout the site and direct the existing stormwater and other runoff in the direction of the existing conveyance systems. The site generally sheet flows in a southerly direction and after intercepted by the various drainage ditches and/or wetland areas are either directed easterly into the existing public conveyance ditch on the west side of 51<sup>st</sup> Ave NE, or are directed westerly into Hayho Creek.

### **Proposed**

The forested patches along the west and north property lines of Parcel B will be cleared to facilitate building development and the extension of 47<sup>th</sup> Ave. NE and 160<sup>th</sup> St. NE across the center of the site. The northernmost tree clusters on the site are not proposed to be removed at this time.

In the proposed condition all of the proposed hardscape and pervious areas will be collected by the proposed conveyance systems and will outlet into the infiltration trenches spaced throughout the site. The runoff will infiltrate and flow into the natural drainage path of the existing site runoff.

Fill will be imported to raise the site up approximately 7' throughout to provide the minimum separation required from the bottom of the proposed infiltration trench to the observed existing groundwater height. Along with adding this fill the wetlands in the southeast portion of the site will be filled (see Critical Areas, Proposed, above, as well as Conceptual Mitigation Plan by Soundview Consultants, enclosed).

## **Utilities**

### **Existing**

As indicated by the Phase I Environmental Site Assessment, there are no wells or septic systems currently on the site. There are separate 30' water easements along the eastern boundary of each parcel (APN. 1805336 & 1805337), though currently City of Marysville water lines appear to be in the right of way of 51<sup>st</sup> Ave. NE.

There are three Snohomish County PUD owned, pad mounted transformers as well as three utility vaults located within a 150' x 30' power easement (AFN. 201008310968) near the eastern site boundary along 51<sup>st</sup> Ave. NE. A small electrical substation is located on the opposite side of 51<sup>st</sup> Ave. NE. Additionally, overhead power lines run along the eastern property line and 51<sup>st</sup> Ave. NE, splitting and transitioning west in a distribution easement just north of the proposed 160<sup>th</sup> St. NE roadway (AFN. 201708300542). Gas and telephone lines are available in 51<sup>st</sup> Ave NE.

### **Proposed**

The project site is proposed to connect to existing City of Marysville water and sewer lines on 51<sup>st</sup> Ave. NE. The water and sewer mains within 51<sup>st</sup> Ave. NE will be extended onsite. Water and sewer mains will extend from 51<sup>st</sup> Ave. NE to block B via the new 160<sup>th</sup> St. NE and 47<sup>th</sup> Ave. NE roadways that are proposed within the existing site boundaries. Additionally, Blocks C and D will connect to the mains as noted above but will also connect directly to the mains within 51<sup>st</sup> Ave. NE. Existing gas, power, and other dry utilities is also anticipated to be extended onsite from 51<sup>st</sup> Ave NE.



The existing SnoPUD transformers along 51<sup>st</sup> Ave. NE are proposed to remain in their current location. The site will be graded around them, with retaining walls set 10' back from the transformers to meet minimum clearance requirements.

## Roads & Transportation

### Existing

The project site is currently accessed on the eastern side from 51<sup>st</sup> Ave. NE, which is a principal arterial road that connects 172<sup>nd</sup> St. NE in Arlington to 152<sup>nd</sup> St. NE to the south.

### Proposed

As outlined in the Cascade Industrial Center Planned Transportation Network, road improvements and new roads will be necessary to accommodate future light industrial/warehousing development of the project site and the surrounding area.

	51 <sup>st</sup> Ave. NE	160 <sup>th</sup> St. NE	47 <sup>th</sup> Ave. NE
<b>Improvement or new road?</b>	Half-street improvement	New road	New road
<b>ROW dedication</b>	15'	40'/Half 80'/Full	40'/Half 80'/Full
<b>Total ROW width</b>	90' (45' on west side)	80'	80'
<b>Classification</b>	Principal arterial	Minor arterial	Minor arterial
<b>Road section</b>			
• <b>Median</b>	6' half-median west side	12'	12'
• <b>Travel lane</b>	(1) 11' lane west side	(1) 11' lane each side	(1) 11' lane each side
• <b>Bike lane</b>	4' lane west side	N/A	N/A
• <b>Curb &amp; gutter</b>	1'-6" west side	1'-6" each side	1'-6" each side
• <b>Landscaping</b>	6' west side*	6' each side*	6' each side*
• <b>Sidewalk</b>	6' west side*	12' multi-use trail both sides	12' multi-use trail both sides
• <b>Landscape behind sidewalk</b>	4' west side	2' each side	2' each side
• <b>Right turn lane</b>	At 51 <sup>st</sup> /160 <sup>th</sup> intersection	At 51 <sup>st</sup> /160 <sup>th</sup> intersection	N/A
<b>Current proposal</b>	Half of 3-lane arterial	Half & Full street of 3-lane arterial	Half & Full street of 3-lane arterial
<b>Future build-out</b>	5-lane arterial**	3-lane arterial	3-lane arterial
<b>City standard plans</b>	Marysville EDDS Standard Plan 3-201-004 *Per Smokey Point Master Plan 6' sidewalk and 6' landscaping required. **Future buildout per Marysville EDDS Standard Plan 3-201-001	Marysville EDDS Standard Plan 3-201-005 *Per Smokey Point Master Plan 6' landscaping required.	Marysville EDDS Standard Plan 3-201-005 *Per Smokey Point Master Plan 6' landscaping required.

Table 3: List of proposed road improvements per Binding Site Plan Plat Map.

#### *Existing road to be upgraded*

51<sup>st</sup> Ave. NE is designated as a WSDOT T-3 freight corridor and has been designed as a three-lane principal arterial. The Northpoint development is set to provide half-street improvements east of the centerline of 51<sup>st</sup> Ave. NE. This project will be providing half-street improvements along the west frontage of 51<sup>st</sup> Ave. NE. Right-of-way dedication to allow for eventual buildout of 51<sup>st</sup> Ave. NE as a five-lane arterial has been provided as requested by the City of Marysville.

#### *New roads*

Additionally, two new roads, 47th Ave. NE and 160th St. NE, will cross through the center of the project site and will allow for eventual connection to 156th St. NE, 160th St. NE on the other side of Hayho Creek, and to 168th St. NE in Arlington, per the Cascade Industrial Center Planned Transportation Network.

47<sup>th</sup> Ave. NE will be extended north through the center of the site to the north property line, in alignment with the northern leg in Arlington. Full road construction will be provided where the property contains the full right of way area, from the intersection with 160<sup>th</sup> St. NE to the northern property line. Half street frontage improvements will be provided along the eastern property line that is shared with the Marysville Corporate Center development.

160<sup>th</sup> St. NE will be extended west through the site from 51<sup>st</sup> Ave. NE to the west property boundary, ending road development at the Hayho Creek 150' stream buffer. Full road construction will be provided where the property contains the full right of way area, between 51<sup>st</sup> and 47<sup>th</sup>. Half street frontage improvements will be provided along the southern property line that is shared with the Marysville Corporate Center development.

#### *Proposed accesses*

Access to different lots on the proposed site will be via 51<sup>st</sup> Ave. NE, 160<sup>th</sup> St. NE, and 47<sup>th</sup> Ave. NE, with a total of 16 driveways.

#### *Transit*

As requested by Community Transit, a new bus stop location has been provided on the southbound side of 51<sup>st</sup> Ave. NE, just south of the 160<sup>th</sup> St. NE intersection. This bus stop is designed to be 80' long and connects the proposed concrete sidewalk to the curb edge of 51<sup>st</sup> Ave. NE. This will be in coordination with the future northbound bus stop on the other side of 51<sup>st</sup> Ave. NE planned by the Northpoint/Cascade Commerce Center development.

## Project Phasing

Permitting and construction for the site and buildings is anticipated to occur in phases, given the size of the site and the amount of infrastructure required. Refer to the Phasing Plan (Appendix A). Phasing is generally expected to follow this path, although timing and order may vary depending on market demands and timing of surrounding developments:

### *Phase I*

- Phase IA: Site improvements and building construction within Lots 4 and 5. This phase will include frontage improvements at 51<sup>st</sup> Ave. NE with two (2) site accesses. A segment of the future pipeline trail will be constructed, as well as three (3) on-site pipeline vehicular crossings.
- Phase IB: Site improvements and building construction within Lot 8. This will include frontage improvements for the southern leg of 51<sup>st</sup> Ave. NE with three (3) site accesses, construction of 160<sup>th</sup> St. NE through the pipeline crossing with two (2) site accesses. The south segment of pipeline trail will also be built as well as three (3) on-site pipeline vehicular crossings.

### *Phase II*

- Phase IIA: Site improvements and building construction for Lots 7 and 9. This will complete the road development and frontage improvements for 160<sup>th</sup> St. NE between 51<sup>st</sup> Ave. NE and 47<sup>th</sup> Ave. NE and will include installation of intersection improvements for 160<sup>th</sup> St. NE/47<sup>th</sup> Ave. NE. One (1) new site access on 160<sup>th</sup> St. NE will be built.
- Phase IIB: Site improvements and building construction for Lot 6.

### *Phase III*

The order and timing of Phase III is the most dependent on surrounding development patterns and focuses on the portions of the site between 47<sup>th</sup> Ave. NE and Hayho Creek.

- Phase IIIA: Completion of the north leg of 47<sup>th</sup> Ave. NE with four (4) access points and a portion of ROW crossing the pipeline.
- Phase IIIB: Half street improvements for the north side of 160<sup>th</sup> St. NE from the 160<sup>th</sup> St. NE/47<sup>th</sup> Ave. NE intersection to the Hayho Creek wetland buffer, along with two (2) access points on 160<sup>th</sup> St. NE.
- Phase IIIC: East half street improvements for the southern leg of 47<sup>th</sup> Ave. NE and three (3) access points to the half street.
- Phase IIID: Site improvements and building construction for Lots 1 and 3, as well as one (1) on-site pipeline crossing and the north segment of the pipeline trail. The pipeline trail will also branch west along the north drive aisle of Lot 3 towards Wetland F.
- Phase IIIE: Site improvements and building construction for Lot 2 are the furthest interior on site and are anticipated to be built at one of the latest stages. An on-site segment of the trail will be built to connect Lot 3 and Tract A.
- Phase IIIF: Wetland enhancement for the proposed Tract A with the portion of the trail located in the outside edge of the wetland buffer.

### III – Project Narrative Compliance

The project is located in the Cascade Industrial Center (CIC), the Smokey Point Master Plan area, and in LI zoning, each of which has distinct development requirements and policies. This section summarizes relevant requirements and details project compliance.

#### City of Marysville Comprehensive Plan

Comprehensive Plan Policy	Compliance Demonstrated
LU-4: Encourage growth that will transform Marysville from a residentially dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will include the Marysville-Arlington Manufacturing Industrial Center (MIC) and the Smokey Point Master Plan Area as a major employment center.	This project proposes development of new industrial/manufacturing-ready lots in a large, undeveloped area of Marysville that will increase the availability of local employment while not intruding on the existing residential community.
LU-164: Urban level facilities and services must be provided prior to, or concurrent with, development to mitigate the subsequent impacts of industrial developments. These services, include, but are not limited to, sanitary and storm sewers, water, police and fire protection, and roadways.	Water, sanitary sewer and storm sewer extensions are proposed to be developed along with the new road development to serve the individual BSP sites concurrent with their development. Storm will be tied into the on-site infiltration systems. No development is proposed near existing residential areas.
LU-168: Require that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.	
LU-166: Encourage infilling of vacant parcels and development of currently zoned or designated industrial areas before development occurs in locations distant from current industrial uses.	The project site is designed for a mix of manufacturing and industrial uses, with specific uses to be determined by individual tenants. The project provides infill development within a developing industrial area.
LU-167: Locate industrial development in compact, well-defined centers within Urban Growth Areas.	
LU-177: Ensure at least a minimum of 80 percent of the property within the MIC is planned and zoned for industrial and manufacturing uses. Compatible non-industrial uses shall be conditioned to mitigate for potential conflicts with current and future land uses.	
LU-171: Retain lands intended as future industrial sites in large parcels so they will be viable for industrial development.	This binding site plan represents a master plan for 132 acres of industrial land, including preliminary plans for environmental protection, landscaping, transportation and signage.
LU-173: Encourage master planning for new industrial areas on larger parcels of land, including such features as open space, landscaping, integrated signage and traffic control, and overall management and maintenance through covenants or other forms of management.	

<p>T-14: Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.</p>	<p>The project site abuts multiple Marysville Transportation Improvement Plan projects, and the project is expected to coordinate road funding and construction with the City of Marysville.</p>
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## CIC Compliance

The Arlington-Marysville MIC (AMMIC) Subarea Plan, December 2018, (<https://marysvillewa.gov/786/Cascade-Industrial-Center>) provides guidance for the Cascade Industrial Center (CIC) which is located in Marysville and Arlington. The project site includes 132 acres of land located within Marysville’s 1,728 acres of CIC area. The proposed project supports the following policies of the Cascade Industrial Center (refer to the City of Marysville Arlington-Marysville MIC Subarea Plan, December 2018).

<b>AMMIC Goal / Policy</b>	<b>Compliance Demonstrated</b>
<p>AMMIC-LU-1.1: Ensure at least a minimum of 80 percent of the property within the MIC is planned and zoned for industrial and manufacturing uses.</p>	<p>The project site is designed for a mix of manufacturing and industrial uses, with specific uses to be determined by individual tenants. The project provides infill development within a developing industrial area.</p>
<p>AMMIC-LU-1.4: Encourage infill development of vacant parcels that are industrial zoned or designated as industrial before development occurs in locations distant from current industrial uses.</p>	
<p>AMMIC-LU-2.1: Encourage master planning for new industrial areas on larger parcels of land, including such features as open space, landscaping, integrated signage and traffic control, and overall management and maintenance through covenants or other forms of management.</p>	<p>This binding site plan represents a master plan for 132 acres of industrial land, including preliminary plans for environmental protection, landscaping, transportation and signage.</p>
<p>AMMIC-LU-3.1: Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, locating impacting facilities away from adjacent areas, noise attenuation measures, graduated land use intensity, and similar methods.</p>	<p>The majority of the surrounding land use is industrial. There is a natural buffer in the form of Hayho Creek and Wetland F that provides screening for the one residential neighbor to the northwest.</p>
<p>AMMIC-LU-5.1: Adopt site development standards that call for the maintenance, enhancement or restoration of stream corridors, wetlands and aquatic features and their use as a site amenity.</p>	<p>Hayho Creek and Wetland F are being enhanced and protected as part of the project, contiguous with similar wetland enhancement to the north of the project.</p>
<p>AMMIC-LU-5.4 and AMMIC-NE-1.5: Take all opportunities to incorporate natural features to enhance and unify the MIC’s physical identity</p>	
<p>AMMIC-NE-1.2: Define corridors for stream and wetland enhancement and restoration across the landscape of the MIC so these efforts result in functionally connected environmental resources.</p>	

<p>AMMIC-LU-6.1: Adopt roadway standards for the MIC that provide efficient circulation and an attractive, functional streetscape for all motorized and non-motorized modes without negatively impacting industrial operations</p>	<p>New roads are planned to be built as part of this project, including an east-west link (160<sup>th</sup>) that is anticipated may continue west in the future.</p>
<p>AMMIC-LU-6.2: Improve east-west access to the I-5 corridor and other key destinations</p>	<p>Utility extensions are also proposed, which will serve the site but also be available for future extension for neighboring developments.</p>
<p>AMMIC-T-1.1: Identify and implement short-term and long-range infrastructure improvements that support existing infrastructure and help stimulate the development of new manufacturing and industrial uses in the AMMIC.</p>	<p>47<sup>th</sup> has been channelized to align across jurisdictional lines into Arlington. The road will be constructed along with nearby development and will create an enhanced network between Arlington and Marysville.</p>
<p>AMMIC-T-1.2: Create a complete and connected street network through both public investments and private development activity.</p>	<p>47<sup>th</sup> has been channelized to align across jurisdictional lines into Arlington. The road will be constructed along with nearby development and will create an enhanced network between Arlington and Marysville.</p>
<p>AMMIC-T-1.3: Work collaboratively with the City of Arlington to develop a seamless and compatible road network to efficiently move goods and services within and outside the AMMIC.</p>	<p>47<sup>th</sup> has been channelized to align across jurisdictional lines into Arlington. The road will be constructed along with nearby development and will create an enhanced network between Arlington and Marysville.</p>
<p>AMMIC-T-1.5: Develop a non-motorized network throughout the area to allow pedestrians and cyclists to safely access places of employment.</p>	<p>The project will provide access to a bus lane on 51<sup>st</sup>, multi-use trails alongside 160<sup>th</sup> and 47<sup>th</sup>, and on-site trails. A bus pad is proposed on 51<sup>st</sup>, and a corresponding stop is being provided by NorthPoint development on the other side of 51<sup>st</sup>.</p>
<p>AMMIC-T-2.4: Require new construction to include the construction of sidewalks, bicycle storage/ parking facilities, and access to mass transit where possible and in proportion to the need generated by the proposal.</p>	<p>The project will provide access to a bus lane on 51<sup>st</sup>, multi-use trails alongside 160<sup>th</sup> and 47<sup>th</sup>, and on-site trails. A bus pad is proposed on 51<sup>st</sup>, and a corresponding stop is being provided by NorthPoint development on the other side of 51<sup>st</sup>.</p>
<p>AMMIC-T-8.2: Continue to work with Community Transit to support and enhance a multimodal transportation system including future bus rapid transit (BRT) by ensuring that the AMMIC transportation plans and facilities are consistent with public transit plans and programs.</p>	<p>A bus stop pad is proposed on 51<sup>st</sup> in response to a pre-application comment by Community Transit. A route has not yet been designated for this stop, but the stop has a long enough pad to support BRT use if needed.</p>
<p>AMMIC-T-8.3: Collaborate with Community Transit to expand and enhance bus transit service between the AMMIC and local and regional areas of high density residential development.</p>	<p>A bus stop pad is proposed on 51<sup>st</sup> in response to a pre-application comment by Community Transit. A route has not yet been designated for this stop, but the stop has a long enough pad to support BRT use if needed.</p>
<p>AMMIC-PF-1.1: Ensure that urban level facilities and services are provided prior to, or concurrent with private development. These services, include, but are not limited to, sanitary and storm sewers, water, police and fire protection, and roadways.</p>	<p>Water, sanitary sewer and storm sewer extensions are proposed to be developed along with the new road development to serve the individual BSP sites concurrent with their development. Storm will be tied into the on-site infiltration systems.</p>
<p>AMMIC-PF-1.2: Ensure that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.</p>	<p>Water, sanitary sewer and storm sewer extensions are proposed to be developed along with the new road development to serve the individual BSP sites concurrent with their development. Storm will be tied into the on-site infiltration systems.</p>
<p>AMMIC-PF-3.1: Ensure utilities are available at the right levels of service to support the AMMIC's existing and planned development.</p>	<p>Water, sanitary sewer and storm sewer extensions are proposed to be developed along with the new road development to serve the individual BSP sites concurrent with their development. Storm will be tied into the on-site infiltration systems.</p>

## Smokey Point Master Plan Compliance

The project lies within the boundaries of the Smokey Point Master Plan (SPMP) area, published June 2008 and partially repealed by Ordinance No. 3244:

<https://marysvillewa.gov/1226/Plans-Standards#:~:text=The%20Smokey%20Point%20area%20is,to%20spend%20with%20their%20families.>

Development Standards (Chapters 4-7)	Compliance Demonstrated
<p>SPMP p. 18</p> <p><b><u>Development Guidelines – Street Network</u></b></p> <p>The street networks in regards to right of way and landscape widths will be designed pursuant to the City’s street design standards, with exceptions to right-of-way width and median/street landscaping width(s) considered during design review.</p> <ul style="list-style-type: none"> <li>• <b>51st Avenue</b> will be classified as a Principle Arterial and designed for five lanes with bike lanes. 51st Avenue will be designed for primary bus routes. Traffic control signals will eventually be required at 160th Street and 152nd Street. Additional traffic control signals could be provided at one or two other locations along 51st Avenue to provide access to Collector Streets to service developments in the MPA.</li> </ul>	<p>At the direction of the City, along 51<sup>st</sup> Ave the project is providing half-street improvements for a three-lane road but providing right-of-way dedication for the full five lanes.</p>
<p>SPMP p. 24</p> <p><b><u>Bike Lanes</u></b> are recommended on the following roads:</p> <ul style="list-style-type: none"> <li>• 51st Avenue: from south of the 152nd / 156th Street Corridor Trail to the bike lanes on 172nd Street in Arlington. Although this is recommended as a Principal Arterial with bus service, bike lanes are recommended for continuity with the bike lanes already planned on 51st Street into downtown Marysville.</li> </ul>	<p>A bike lane is provided on the project side of 51<sup>st</sup> in its current, three-lane iteration.</p>
<p>SPMP p. 27</p> <p><b><u>Design Guidelines - Five-Lane Principal Arterial Streets</u></b></p> <p>The street networks in regards to right of way and landscape widths will be designed pursuant to the City’s street design standards, with exceptions to right-of-way width and median/street landscaping width(s) considered during design review.</p> <p>Two standard cross-sections are proposed for five-lane arterial streets, both on rights-of-way of 90 feet.</p> <p><b><u>Five-lane Principal Arterial with Bike Lanes (51st Avenue)</u></b></p> <p>This standard provides:</p> <ul style="list-style-type: none"> <li>• Up to a maximum 12-foot wide landscaped median or left-turn lane.</li> <li>• Two travel lanes in each direction</li> <li>• Side walks and bike lanes in each direction Bus stops would be in-lane without pull-outs</li> <li>• Key bus stops should be provided with extra right-of-way for shelter pads and should be planned for every intersection that might be controlled by a traffic signal</li> </ul>	<p>The current version of 51<sup>st</sup> includes a 45’ half-street right-of-way section, with a sidewalk, bike lane, travel lane, and center turn median.</p> <p>A bus stop location is provided on the southwest corner of the intersection of 51<sup>st</sup> and 160<sup>th</sup>.</p>

<p>SPMP p. 28</p> <p><b><u>Design Guidelines - Three-Lane Minor Arterial Streets</u></b></p> <p>The street networks in regards to right of way and landscape widths will be designed pursuant to the City’s street design standards, with exceptions to right-of-way width and median/street landscaping width(s) considered during design review.</p> <p>Two standard cross-sections are proposed for three-lane arterial streets in the Smokey Point MPA, both on rights-of-way of 70 feet, which can be reduced with elimination of parking pockets. A third standard, which includes bike lanes, is not currently planned but could be considered in the future.</p> <p><b><u>Three-lane Minor Arterial with Parking (160th Street and 59th Avenue)</u></b></p> <p>This standard provides:</p> <ul style="list-style-type: none"> <li>• A 12-foot wide landscaped median or left-turn lane</li> <li>• One travel lane in each direction</li> <li>• Parking pockets (To be determined by adjacent land uses and logical transitions on a block by block basis)</li> <li>• Bus stops would be in-lane with no requirement for shelter pads</li> </ul>	<p>160<sup>th</sup> is proposed as a three-lane arterial and includes an 80’ right-of-way section, 12’ multiuse trails on both sides, 6’ landscape strip, 11’ travel lane, and center turn lane.</p> <p>A bus stop location is provided on the southwest corner of the intersection of 51<sup>st</sup> and 160<sup>th</sup>.</p>
<p>SPMP p. 31</p> <p><b><u>Development Guidelines – Wetlands and Critical Areas</u></b></p> <ul style="list-style-type: none"> <li>• Wetlands and on-site critical areas will be investigated and delineated under the City’s Critical Areas and Critical Areas Guidelines. MMC Chapter 19.24, Critical Areas Management. Applicants will conduct site specific wetland studies and verify hydrology during the spring growing period prior to permit application submittal to determine the level of potential wetland impact and mitigation.</li> <li>• The City will pursue a regional public/private partnership for a regional mitigation approach on the wetlands, ditches and potential creek relocations. A memorandum of understanding between the City and developers will be required to establish a level of commitment to the approving natural resource agencies.</li> <li>• New development may conduct delineation and proposed mitigation approaches on an individual parcel basis. The applicant would mitigate the impacts of development as determined by City Staff in review of submitted technical reports. There may be a fee in lieu of mitigation, if the City has reached agreement on a regional approach with appropriate State agencies.</li> <li>• Wetland mitigation areas should be located at either the proposed east side add-on site that will serve as both a wetland mitigation site and potential regional detention facility; or at any other site approved by the City of Marysville.</li> </ul>	<p>6 separate wetlands and Hayho Creek have been delineated on-site. Several small Type IV and Type III wetlands are proposed to be filled on the south parcel of the site. The largest wetland (Wetland F, Type II) which is along the east side of Hayho Creek, will be expanded and enhanced to mitigate for the wetland fill elsewhere on site.</p>



<p>SPMP p. 31  <u><b>Development Guidelines – Streams and Buffers</b></u>                  As new development occurs within the project area, developers will prepare a stream buffer study prior to permit application submittal to evaluate the effectiveness of any existing buffer and to determine if buffer enhancement is warranted. Any development in Hayho Creek will be required to participate in the Critical Area Mitigation under alternatives described above. There is a Hayho Mitigation Plan on file at the Marysville Community Development Offices.</p>	<p>Buffer restoration and enhancement are proposed along the east side of Hayho Creek, refer to the enclosed Wetland Delineation, Groundwater Monitoring, and Fish and Wildlife Habitat Assessment Report (2022) and the Conceptual Mitigation Plan (2022) for details.</p>
<p>SPMP p. 39  <u><b>Development Guidelines - Mitigation Strategy</b></u>  <i>Guideline details requirements for relocation of Edgecomb Creek.</i></p>	<p>These guidelines n/a – site is not located near Edgecomb Creek. Creek relocation is occurring within a nearby development.</p>
<p>SPMP p. 40  <u><b>Critical Area Permit Approach</b></u>  <i>Guideline details requirements for relocation of Edgecomb Creek.</i></p>	
<p>SPMP p. 56  <u><b>Development Guidelines Low impact Development Techniques</b></u>                  Twenty three different Low Impact Development (LID) techniques were reviewed for the MPA. Technical Memorandum #3 details those and the complete findings. LID water quality treatment techniques, such as filter strips and media filtration, could be used to provide a portion of the enhanced treatment requirement for developed areas. LID techniques will be most useful to maintain existing hydration. Limitations on LID techniques may be presented by:                  - High seasonal ground water levels                  - Low infiltration rates of the surficial soils                  Recommend and viable LID techniques are:                  - Filter strips and media filtration                  - Vegetated roofs - Tree box filters                  - Roof stormwater harvesting (for irrigation of landscaped areas)                  - Pervious concrete sidewalks                  The LITD techniques explored in Technical Memorandum #1 and #3 may be utilized as appropriate for the site.</p>	<p>None of these LID techniques are proposed at this time, but as the individual sites develop LID techniques will be evaluated for possible use. Currently the project design is meeting the LID performance standard by fully infiltrating all runoff through infiltration trenches.</p>
<p>SPMP p. 59  <u><b>Development Guidelines - Drainage Plan Concept</b></u>  <u><b>Hayho Creek Basin</b></u>                  A menu of alternatives is needed to address drainage in the Hayho Creek Basin. The use of alternatives alone or in combination with other alternatives will depend on the phasing of development within the basin, the availability of pond facilities at the time of development and the selection and implementation of creek, stream and ditch relocation projects. The Preferred Conceptual Alternatives: LID, On-Site, and/or Construct Pond 2 (detention and water quality pond) which will operate parallel with existing Pond 1 by a connection between the two ponds.</p>	

<ul style="list-style-type: none"> <li>• Extend the storm trunk sewer system in 152nd Street NE to the east side of Hayho Creek to receive flow from new development within the basin.</li> <li>• For the portion of the basin that cannot gravity drain to Pond 1 and Pond 2 facilities, the following options will be considered:             <ol style="list-style-type: none"> <li>1. Over-detention in the gravity flow service area to allow direct discharge of the lower portion of the planning area into Hayho Creek.</li> <li>2. Onsite detention and water quality treatment, with discharge to Hayho Creek.</li> <li>3. High flow off-channel detention storage (on the Pond 2 site).</li> <li>4. Pumping of un-detained discharges to the trunk storm sewer system, which will operate under a surcharged condition.</li> <li>5. Detention in stream channel using additional capacity by creating additional floodplain capacity above the normal high water mark.</li> </ol> </li> </ul>	
<p><b>Design Guidelines (Chapters 9 and 10) repealed and replaced with MMC 22C.020.245 and MMC 22C.120 by Ord. No. 3244; see below.</b></p>	

### Marysville Municipal Code (MMC) Industrial Site Design Standards Compliance

Below is a summary of compliance with the Industrial Site Design Standards. A more thorough compliance review is anticipated to be completed at the time of individual site and building development.

MMC: <https://www.codepublishing.com/WA/Marysville>

22C.020.245 Industrial site and building design standards.	Compliance Demonstrated
<p>(2) Site Layout and Building Orientation.</p> <p>(a) The site shall be planned to create an attractive and functional street edge that accommodates pedestrian access. Examples of ways that a development meets the requirements of this provision are to:</p> <ol style="list-style-type: none"> <li>(i) Define the street edge with buildings, landscaping or other features.</li> <li>(ii) Provide for building entrances that are visible from the street and primary parking area.</li> <li>(iii) Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way.</li> <li>(iv) Provide building entries that are accessed from the sidewalk; preferably these access ways should be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised and clearly marked.</li> </ol>	<p>At the preliminary BSP stage, street edges are defined with landscaping, including street trees and on-site landscape buffers.</p> <p>Further detailing of entrances and pedestrian accesses will be provided at the time of individual site and building development.</p>

<p>(b) The front building facade shall be oriented towards at least one street. For sites that front multiple streets, buildings are encouraged to orient towards both streets; provided, that priority shall be given to streets that are more visible and/or provide a better opportunity for increased pedestrian activity as determined by the director.</p>	<p>The site has multiple buildings and frontages, but all buildings have at least one entrance oriented toward the nearest street.</p>
<p>(c) Passenger vehicle parking should be located in front of the building near the entrance. Commercial vehicle parking should be located behind or to the side of buildings. Passenger and commercial vehicle accesses should be separated where allowed by the city’s engineering design and development standards.</p>	<p>Throughout the site, passenger vehicle and commercial vehicle parking are separated as much as is practical, with passenger parking clustered near building entrances.</p>
<p>(d) Service areas shall be located behind buildings, and screened in accordance with MMC <a href="#">22C.120.160</a>, Screening and impact abatement. Service courts are encouraged when the development includes multiple buildings, or as common facilities between sites when access is shared.</p>	<p>Service areas are screened and located to not be visually obtrusive.</p>
<p>(e) Large sites (over two acres) shall provide amenities for employees and visitors such as benches, weather protected seating areas, covered walkways, or other features that are 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.</p>	<p>An on-site trail system is proposed that will link all blocks and parcels. There are large areas of open space throughout the site that will be further defined in future design phases.</p>
<p>(3) Relationship of Buildings and Site to Adjoining Area.</p>	
<p>(a) Where adjacent buildings and neighborhoods are consistent with the comprehensive plan and desired community character, new buildings and structures should consider the visual continuity between the proposed and existing development with respect to building setbacks, placement of structures, location of pedestrian/vehicular facilities and spacing from adjoining buildings. Solar access of the subject and adjacent properties should be considered in building design and location.</p>	<p>The broader area is largely undeveloped or newly developing with similar light industrial uses. The site is designed in a way that is expected to be consistent with other new developments.</p>
<p>(b) Harmony in texture, lines and masses is encouraged.</p>	<p>Similar building massing and forms are proposed at this point, and will be detailed further in future design phases.</p>
<p>(c) Attractive landscape transition to adjoining properties shall be provided.</p>	<p>Landscape buffers are provided throughout the site to provide visual screening at rights of way and for neighboring uses.</p>
<p>(d) Public and quasi-public buildings and structures shall be consistent with the established neighborhood character.</p>	<p>No public or quasi-public buildings are proposed.</p>

<p>(4) Landscape and Site Treatment.</p>	
<p>(a) Parking lot screening and interior landscaping shall be provided consistent with Chapter <a href="#">22C.120</a> MMC. The following criteria shall guide review of plans and administration of the landscaping standards in the zoning code:</p> <ul style="list-style-type: none"> <li>(i) The landscape plan shall demonstrate visual relief from large expanses of parking areas.</li> <li>(ii) The landscape plan shall provide some physical separation between vehicular and pedestrian traffic.</li> <li>(iii) The landscape plan shall provide decorative landscaping as a focal setting for signs, special site elements, and/or pedestrian areas.</li> <li>(iv) In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree guards or other devices.</li> <li>(v) Where building sites limit planting, the placement of trees or shrubs in parkways or paved areas is encouraged.</li> <li>(vi) Screening of outdoor service yards and other places which tend to be unsightly shall be accomplished by use of walls, fencing, planting, berms or combinations of these.</li> <li>(vii) Landscaping should be designed to create definition between public and private spaces.</li> <li>(viii) Where feasible, the landscape plan shall coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.</li> <li>(ix) The landscape plan shall provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.</li> <li>(x) The landscape plan shall use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open spaces.</li> <li>(xi) Where feasible, the landscape plan shall integrate natural approaches to storm water management, including featured low impact development techniques.</li> </ul>	<p>The proposed landscape plan provides conceptual-level design for the site and incorporates the following elements.</p> <p>Parking lot landscaping is provided throughout.</p> <p>Distinct landscaping edges are designed at pedestrian areas. Decorative landscaping is provided at sign locations and building entrances. Curbing is proposed at all landscaping areas.</p> <p>Trees and shrubs are located throughout the site.</p> <p>Outdoor service areas are screened with L1 buffer landscaping.</p> <p>Landscaping is clustered at building entrances. Selection of specific plant materials will be completed in a future design phase.</p> <p>The landscaping design is responsive to transitions between more intensive and less intensive site uses.</p> <p>Landscaping is used to define parking, circulation, street frontages, and building entrances.</p> <p>Low impact development techniques are detailed in the civil plans and drainage report.</p>
<p>(b) Street Landscaping. Where the site plan includes streetscape plantings, the following guidelines apply:</p> <ul style="list-style-type: none"> <li>(i) Sidewalks and pathways should be separated from the roadway by planting strips with street trees wherever possible.</li> </ul>	<p>Planting strips with streets are provided along all streets.</p>

<p>(ii) Planting strips should generally be at least five feet in width. They should include evergreen shrubs no more than four feet in height and/or ground cover in accordance with the city of Marysville landscape standards (Chapter <a href="#">22C.120</a> MMC) and Marysville administrative landscaping guidelines.</p> <p>(iii) Street trees placed in tree grates may be more desirable than planting strips in key pedestrian areas.</p> <p>(iv) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) are strongly encouraged to unify development.</p>	<p>Planting strips are provided at six feet in width throughout in accordance with the Smokey Point Master Plan. Street trees are provided throughout except where infeasible due to underground utilities.</p> <p>No tree grates are proposed at this time.</p> <p>Selection of specific plant materials will be completed in a future design phase.</p>
<p>(c) Exterior lighting shall be part of the architectural concept. Lighting shall enhance the building design and adjoining landscaping. Appropriate lighting levels shall be provided in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas, in order to ensure safety and security, and provide a distinctive character to the area. New developments shall provide a lighting site plan which identifies lighting equipment, locations and standards, and implements the following design standards:</p> <p>(i) All public areas shall be lighted with average minimum and maximum levels as follows:</p> <ul style="list-style-type: none"> <li>(A) Minimum (for low or nonpedestrian and vehicular traffic areas) of one-half foot candle;</li> <li>(B) Moderate (for moderate or high volume pedestrian areas) of one to two foot candles;</li> <li>and</li> <li>(C) Maximum (for high volume pedestrian areas and building entries) of four foot candles.</li> </ul> <p>(ii) Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.</p> <p>(iii) Parking lot lighting shall be subject to the provisions set forth in MMC <a href="#">22C.130.050(3)(d)</a>.</p> <p>(iv) Pedestrian-scale lighting (light fixtures no taller than 15 feet) is encouraged in areas with high anticipated pedestrian activity. All fixtures over 15 feet in height shall be fitted with a full cut-off shield, be dark sky rated, and mounted no more than 25 feet above the ground with lower fixtures preferable so as to maintain a human scale. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.</p>	<p>Exterior lighting has not yet been designed. Compliance with lighting requirements will be demonstrated at the time of individual site and building development.</p>

<p>(v) Light levels at the property line should not exceed 0.1 foot candle (fc) adjacent to business properties, and 0.05 foot candle adjacent to residential properties.</p> <p>All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.</p> <p>(vi) Uplighting on trees and provisions for seasonal lighting are encouraged.</p> <p>(vii) Accent lighting on architectural and landscape features is encouraged to add interest and focal points.</p>	
<p>(5) Site Design Utilizing Crime Prevention Through Environmental Design (CPTED) Principles. Development that is subject to this section shall incorporate the following CPTED strategies into building design and site layout:</p> <p>(a) Access Control. Guidance of people coming and going from a building or site by placement of real and perceived barriers. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas that are not readily observable.</p> <p>(b) Surveillance. Placement of features, uses, activities, and people to maximize visibility. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them.</p> <p>(c) Territoriality/Ownership. Delineation of private space from semi-public and public spaces that creates a sense of ownership. Techniques that reduce the perception of areas as “ownerless” and, therefore, available for undesirable uses. Examples of ways in which a proposal can comply with CPTED principles are outlined in the CPTED Guidelines for Project Design and Review, prepared by the city.</p>	<p>The preliminary site plan uses several CPTED strategies:</p> <p>Access control is provided by using vehicle access and landscaping to guide people to public entrances.</p> <p>The preliminary site plan provides multiple opportunities for natural surveillance that will need to be detailed in future design phases. The site avoids dead ends and hidden spaces, although specific points of interaction through door, window and activity placement will be defined later.</p> <p>Territoriality is accommodated by the placement of buildings, which place public entrances at prominent locations at building corners and the centers of building and with passenger parking nearby, while clustering loading areas and commercial/truck parking away from the public areas.</p>
<p>Standards 6 – 9 relate to building design. Compliance for these standards will be detailed at the time of individual building development.</p>	

## Marysville Municipal Code (MMC) Compliance

Below is a summary of compliance with Marysville Municipal Code (MMC). A more thorough compliance review is anticipated to be completed at the time of individual site and building development.

MMC: <https://www.codepublishing.com/WA/Marysville>

Code Reference	Requirement (Summarized)	Compliance	Project Reference
22C.020.060 Permitted Uses	Permitted uses in LI zones include: Warehousing and wholesale trade Miscellaneous light manufacturing	Specific uses to be determined at the time of building and site development, but are expected to be warehousing/light manufacturing or similar uses with accessory office space	Architectural Site Plans
22C.020.080(2) Densities and Dimensions	<ul style="list-style-type: none"> <li>• Base density: 0 du/ac</li> <li>• Max. density: 0 du/ac</li> <li>• Min. street setback: None</li> <li>• Min. interior setback: None (no adjacent residential)</li> <li>• Base height: 65 feet</li> <li>• Max. impervious surface: 85%</li> </ul>	<ul style="list-style-type: none"> <li>• No dwellings proposed</li> <li>• No dwellings proposed</li> <li>• No street setback shown</li> <li>• No interior setback shown</li> <li>• Height TBD pending individual site/building development</li> <li>• Impervious surface varies from 63.17% - 89.55</li> </ul>	Architectural Site Plans
22C.020.160 Setbacks – From regional utility corridors	Minimum 5’ building setback required from easement lines delineating the boundary of regional utility corridors.	A 5’ setback is shown from the pipeline easements	Binding Site Plan Plat Map
22C.120.120 Required landscape buffers	<ul style="list-style-type: none"> <li>• Industrial uses adjacent to public ROW 30’ or greater: 10’ L3 buffer</li> <li>• Industrial uses adjacent to public arterial ROW: 15’ L3 buffer</li> </ul>	<ul style="list-style-type: none"> <li>• 10’ L3 buffer shown onsite adjacent to 160<sup>th</sup> and 47<sup>th</sup> (minor arterials)</li> <li>• 15’ L3 buffer shown onsite adjacent to 51<sup>st</sup> (major arterial)</li> </ul>	Landscaping Plans
22C.120.130 Landscaping requirements for parking and outdoor display areas	In addition to landscape buffers, 10% of the parking area is required to be landscaped with Type L4 landscaping	Landscaping exceeding 10% is proposed in parking lots.	Landscaping Plans
22C.120.140(2) Street tree requirements	Street trees required between the curb and walking path of the sidewalk.	Street trees provided on all streets except where infeasible due to utility easements	Landscaping Plans
22C.120.160 Screening and	Garbage collection, dumpsters, recycling areas, loading &	Dumpster enclosures throughout are proposed to	Landscaping Plans

impact abatement	<p>outdoor storage shall be screened with one of the following or equivalent:</p> <ul style="list-style-type: none"> <li>a) 5'-wide L1 visual screen</li> <li>b) 6' high solid masonry wall or sight-obscuring fence 5' inside property line with an L2 buffer between fence and property line</li> <li>c) Storage areas are not allowed within 15' of a street lot line</li> </ul>	be screened with a 5' Type L1 buffer	
22C.130.030 Minimum required parking spaces Table 1	<ul style="list-style-type: none"> <li>• Professional offices: 1 per 400 SF gross floor area</li> <li>• Manufacturing &amp; industrial: 1 per 750 SF gross floor area plus office space req'ts</li> <li>• Warehouse, storage, wholesale: 1 per 2,000 SF of gross floor area plus office space req'ts</li> </ul>	Project assumes a mix of predominantly warehouse with accessory office and provides parking accordingly. Future parking may be adjusted depending on specific proposed uses.	Architectural Site Plans
22C.130.060 Bicycle parking	Bicycle parking required: 5% of number of required off-street parking stalls	Number and space design to be proposed at the time of individual site/building development. Locations indicated on current plans.	Architectural Site Plans
22E.010.350(2) Land Divisions	Regulated critical area and buffer or setback required to be placed in a separate tract on which development is prohibited.	Wetland F and Hayho Creek, along with the new wetland areas and their buffers are located within "Tract A"	Binding Site Plan Plat Map
Chapter 22E.010 Critical Areas Management	Remainder of critical areas regulations	See "Wetland Delineation" and "Conceptual Mitigation Plan", enclosed	

## Engineering Design & Development Standards (EDDS) Compliance – Access Spacing

Below is a summary of compliance with Marysville Engineering Design & Development Standards (EDDS) access spacing. A more thorough compliance review is anticipated to be completed at the time of individual site and building development.

EDDS: <https://marysvillewa.gov/101/Development-Services>





**Arterial Access Standard**

EDDS 3-301 Arterial Access Standard

Table 3-3.1

All roads on site are anticipated to have a posted speed of 35 MPH. The following standards are listed for 35 MPH roads:

Posted Speed	Adjacent Intersection Control	Full Access (A)	Right Turn In/Right Turn Out Only (B)	Right Turn Out or Right Turn In Only (C)
35 MPH	STOP SIGN	150 FT	120 FT	120 FT
35 MPH	SIGNALIZED	250 FT	150 – APPROACH 200 – DEPART	135 FT

**Response: The intersection of 160<sup>th</sup> and 51<sup>st</sup> is expected to be signalized; all other intersections (including access points) are anticipated to have a stop sign.**

**Adjacent to the signalized intersection of 160<sup>th</sup> and 51<sup>st</sup>:**

- **Three accesses (two to the west on 160<sup>th</sup> and one to the north on 51<sup>st</sup>) are greater than 250' from the intersection and will be full access.**
- **One access (south on 51<sup>st</sup>) measures 225' from the intersection, so this access point is expected to be right in/right out only.**

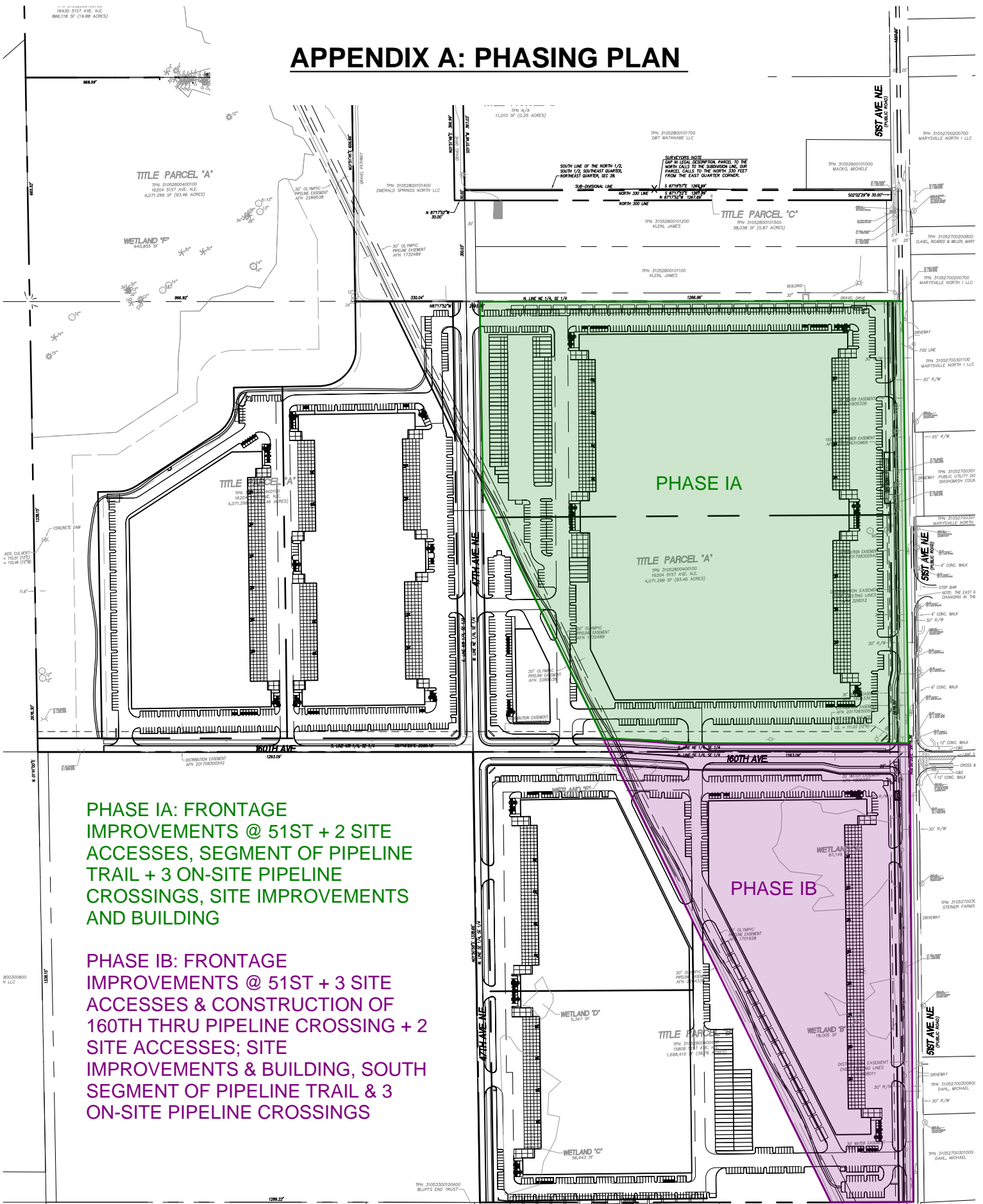
**All other access points exceed 150' spacing from adjacent intersections and accesses and will be full access.**

## IV – Attachments

The following documents are enclosed with this permit submittal:

Document Title	Author	Date	Page Count
<b>Required</b>			
Land Use Application	-	10/23/2023	1
Project Narrative (this document)	CG Engineering	10/27/2023	29
Title Report, issued 10/25/2023	Chicago Title Insurance Company	10/18/2023	7
Binding Site Plan Plat Map	NCS Surveying	10/27/2023	7
Preliminary Civil Plans	CG Engineering	10/27/2023	118
Landscaping Plan	Origin Design Group	10/04/2023	9
Traffic Impact Analysis	Transpo Group	9/2023	120
Geotechnical Report	Geoengineers	9/11/2023	72
Drainage Report	CG Engineering	10/27/2023	433
Environmental Checklist	CG Engineering	10/23/2023	17
Critical Areas Report	Soundview Consultants	4/06/2022	248
Architectural Plan	Ronhovde Architects	10/30/2023	3
Phase I ESA	Phase I	7/09/2021	1888
Cultural Resources Survey	Caldera Archaeology	10/18/2021	66
Conceptual Mitigation Plan	Soundview Consultants	3/30/2022	36
Topographic Survey	NCS Surveying	3/31/2023	2
Snohomish County Traffic Worksheet	-	-	4
Traffic Mitigation Offer to WSDOT	-	10/23/2023	3
Vicinity Map	-	9/15/2023	1
Phasing Plan	CG Engineering	-	3
Copy of JARPA Application (NWS-2021-130)	-	4/5/2022	17
Copy of Army Corps of Engineers Jurisdictional Determination	-	7/13/2021	2
Copy of Army Corps of Engineers Jurisdictional Determination	-	2/24/2021	2

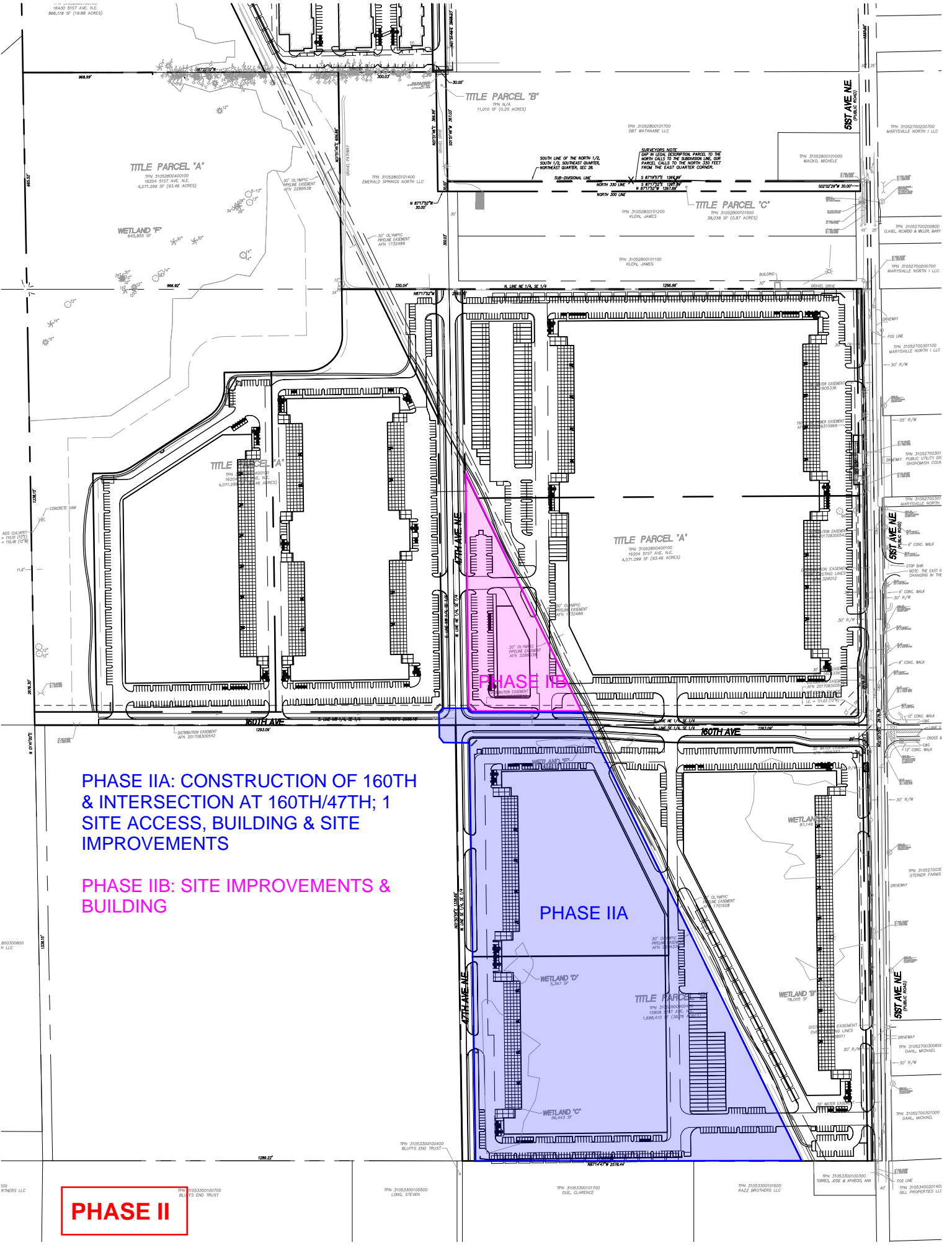
# APPENDIX A: PHASING PLAN



**PHASE IA: FRONTAGE IMPROVEMENTS @ 51ST + 2 SITE ACCESSES, SEGMENT OF PIPELINE TRAIL + 3 ON-SITE PIPELINE CROSSINGS, SITE IMPROVEMENTS AND BUILDING**

**PHASE IB: FRONTAGE IMPROVEMENTS @ 51ST + 3 SITE ACCESSES & CONSTRUCTION OF 160TH THRU PIPELINE CROSSING + 2 SITE ACCESSES; SITE IMPROVEMENTS & BUILDING, SOUTH SEGMENT OF PIPELINE TRAIL & 3 ON-SITE PIPELINE CROSSINGS**

**PHASE I**



**PHASE IIA: CONSTRUCTION OF 160TH & INTERSECTION AT 160TH/47TH; 1 SITE ACCESS, BUILDING & SITE IMPROVEMENTS**

**PHASE IIB: SITE IMPROVEMENTS & BUILDING**

**PHASE II**

**TITLE PARCEL 'A'**  
 TPN 310528001000  
 160th 51st Ave. N.J.  
 4,071,299 SF (93.46 ACRES)

**TITLE PARCEL 'B'**  
 TPN N/A  
 11,010 SF (0.25 ACRES)

**TITLE PARCEL 'C'**  
 TPN 3105280010500  
 36,038 SF (0.87 ACRES)

**TITLE PARCEL 'D'**  
 TPN 310528001000  
 160th 51st Ave. N.J.  
 4,071,299 SF (93.46 ACRES)

**TITLE PARCEL 'E'**  
 TPN 310528001000  
 160th 51st Ave. N.J.  
 4,071,299 SF (93.46 ACRES)

**TITLE PARCEL 'F'**  
 TPN 310533001000  
 1,880,437 SF (42.91 ACRES)

BRAND 51ST AVE. N.J.  
 866,118 SF (19.88 ACRES)

WETLAND 'F'  
 64,000 SF

30' CLINIC PROPOSED EASEMENT  
 APR 22 2005.38

30' CLINIC PROPOSED EASEMENT  
 APR 13 2024.89

SUB-DIVISION LINE  
 NORTH 330 LINE  
 NORTH 300 LINE

SURVEYORS NOTE  
 TOP BY LEGAL DESCRIPTION PARCEL TO THE NORTH CALLED TO THE SUBDIVISION LINE, OUT PARCEL, CALLED BY THE NORTH 330 FEET FROM THE EAST QUARTER CORNER.

58ST AVE NE  
 (CONTRACT ROAD)

47TH AVE NE  
 (CONTRACT ROAD)

58ST AVE NE  
 (CONTRACT ROAD)

47TH AVE NE  
 (CONTRACT ROAD)

160TH AVE  
 (CONTRACT ROAD)

58ST AVE NE  
 (CONTRACT ROAD)

300  
 RIVERS LLC

TPN 31053300100700  
 BLUFFS ONE TRUST

TPN 31053300100800  
 LONG, STEVEN

TPN 31053300101700  
 DUE, CLARENCE

TPN 31053300101600  
 HAZZ BROTHERS LLC

TPN 31053300100300  
 TORES, JOSE & MARCO, AM

TPN 31053400300400  
 GILL PROPERTIES LLC

TPN 31052700200700  
 MARYSVILLE NORTH I LLC

TPN 31052800101000  
 MADKO, MICHELLE

TPN 31052700200800  
 GLEAD, RICHARD & MILLER, MARY

TPN 31052700200900  
 MARYSVILLE NORTH I LLC

TPN 31052700201100  
 MARYSVILLE NORTH I LLC

TPN 31052700201200  
 MARYSVILLE NORTH I LLC

TPN 31052700201300  
 MARYSVILLE NORTH I LLC

TPN 31052700201400  
 MARYSVILLE NORTH I LLC

TPN 31052700201500  
 MARYSVILLE NORTH I LLC

TPN 31052700201600  
 MARYSVILLE NORTH I LLC

TPN 31052700201700  
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 MARYSVILLE NORTH I LLC

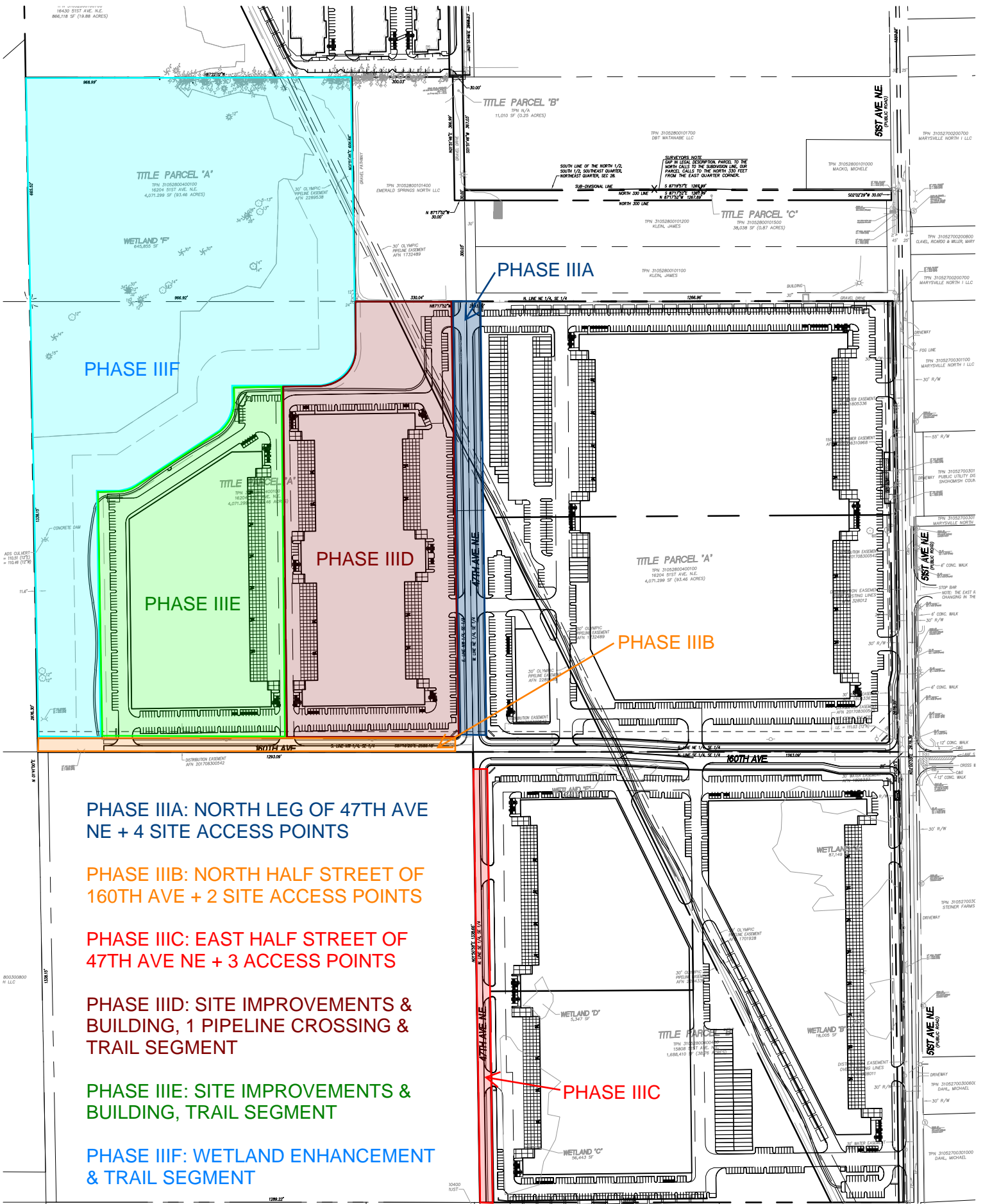
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 MARYSVILLE NORTH I LLC

TPN 31052700204400  
 MARYSVILLE NORTH I LLC

TPN 31052700204500  
 MARYSVILLE NORTH I LLC



**PHASE IIIA: NORTH LEG OF 47TH AVE NE + 4 SITE ACCESS POINTS**

**PHASE IIIB: NORTH HALF STREET OF 160TH AVE + 2 SITE ACCESS POINTS**

**PHASE IIIC: EAST HALF STREET OF 47TH AVE NE + 3 ACCESS POINTS**

**PHASE IIID: SITE IMPROVEMENTS & BUILDING, 1 PIPELINE CROSSING & TRAIL SEGMENT**

**PHASE IIIE: SITE IMPROVEMENTS & BUILDING, TRAIL SEGMENT**

**PHASE IIIF: WETLAND ENHANCEMENT & TRAIL SEGMENT**

**PHASE III**

**ORDER & TIMING OF PHASE III A - F DEPENDENT ON SURROUNDING DEVELOPMENT**