

January 4, 2024

Carmel Gregory  
CG Engineering  
250 4<sup>th</sup> Avenue South, Suite 200  
Edmonds, WA 98020

Re: Williams Investments Industrial Park – *Technical Review 1*  
PA23025

Dear Carmel,

After reviewing the application materials for the above referenced proposal, the following technical review comments are provided below.

**City of Marysville Community Development – Planning Division**

Chris Holland, Planning Manager  
360.363.8207  
[cholland@marysvillewa.gov](mailto:cholland@marysvillewa.gov)

1. Provide file number PA23-025 on all future plan submittals.
2. See comments below from DOE and WDFW related to the proposed impact to critical areas. The City cannot provide a critical areas confirmation until these comments have been addressed.
3. Any land disturbing activity located north of 160<sup>th</sup> Street NE and west of the Olympic Pipeline easement will require critical areas enhancement in accordance with [MMC Chapter 22E.010 Critical Areas Management](#).
4. Pursuant to [MMC 22E.010.100\(8\)](#) trails are permitted within the outer 25% of the required critical area buffer. The applicant will need to demonstrate the proposed trail is located in the outer 25% of the required critical area buffer.
5. Provide copies of all encumbrance documents outlined the Title Report, prepared by Chicago Title Insurance Company.
6. Amend the preliminary site plan (Sheets A0.1ab – A01.1cd), as follows:
  - a. Provide a new sheet that contains the overall site plan (all phases). This would be similar to the site plan shown in the Phasing Analysis outlined in the Project Narrative. Additionally, please include the following on this sheet:
    - i. Bold the Lot and Tract lines so they are clearly viewable.
    - ii. Provide a Project Info Table and Parking Tabulation on this sheet.
    - iii. Amend the Parking Tabulation sheet as the breakdown is really confusing. It does not appear that you are proposing any manufacturing or industrial parking spaces. If adequate parking is not provided this could limit the uses that could occupy the tenant space. The following are the required parking calculations:

- . Manufacturing & Industrial - 1 per 750 SF GFA plus office space requirements.
  - . Warehousing & Storage - 1 per 2,000 SF GFA plus office space requirements.
  - . Office - 1 per 400 SF GFA
- iv. Provide carpool parking calculations and locations, as outlined in [MMC 22C.130.030\(3\)](#).
- v. Provide a detail of the proposed trail section.
- vi. Provide the following notes:
- . All necessary power lines, telephones wires, television cables, fire alarm systems and other communication wires, cables or lines shall be placed in underground location either by direct burial or by means of conduit or duct. All such underground installations or systems shall be approved by the appropriate utility company and shall adhere to all governing applicable regulations including, but not limited to, the applicable City and State regulations and specific requirements of the appropriate utility pursuant to [MMC 22G.100.430](#).
  - . Pedestrian pathways that traverse a parking area or drive-aisle are required to be constructed with concrete pavers or decorative colored, or stamped concrete clearly denoting the pedestrian pathway. This detail shall be required to be provided on the civil construction plans.
  - . Where lighted 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 zoning classification.
  - . 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.
  - . Equipment or vents which generate noise or air emissions shall be located on the opposite side of the building from adjoining residentially designated properties.
  - . 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.
  - . 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.
  - . Equipment or vents which generate noise or air emissions shall be located on the opposite side of the building from adjoining residentially designated properties.
  - . 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.

- . 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.
  - . 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.
  - . 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.
- b. Provide a new sheet that contains existing conditions, including depicting, or referencing, if unable to depict, all of the encumbrances outlined in Schedule B of the Title Report.
- c. Provide "KEYNOTES" on each sheet. Also, it would be super helpful to color coat each Keynote so they can easily be identified on the site plan.
- d. No individual lot shall have impervious surface greater than 85%. It appears Lots 2, 3, 4 & 7 exceed the maximum impervious surface coverage.
- e. Pursuant to [MMC 22C.020.245\(2\)](#), the proposed loading bays will not be allowed to be oriented towards the public street, including:
- i. Buildings C & E shall not have loading bays oriented towards 51<sup>st</sup> Avenue NE.
  - ii. Buildings B & F shall not have loading bays oriented towards 47<sup>th</sup> Avenue NE.
- f. Pursuant to [MMC 22C.020.245\(2\)\(e\)](#) amenities for employees and visitors such as benches, weather protected seating areas, covered walkways, or other features that are integrated into the site design shall be provided. Keynote 13 appears to identify pedestrian plaza areas, however, it is difficult to determine where these are located and the type of amenities proposed.
- g. Provide turning radii demonstrating compliance with the following:
- i. Turning radii 20' (inside)
  - ii. Turning radii (fire/solid waste) 30.5' (inside) 46' (outside)
- h. It does not appear that there is adequate solid waste and recyclables collection areas located on-site. Contact Kristy Beedle, Solid Waste Supervisor, 360.363.8152 [kbeedle@marysvillewa.gov](mailto:kbeedle@marysvillewa.gov) to ensure adequate solid waste and recyclable collection areas are provided on-site and comply with the dimensional standards. Additionally, Sheet A0.1ab Keynote 9 states "Trash/Recycling Enclosure – See Detail 4 This Sheet." No detail has been provided.
- i. Landscaping islands are only required every ten (10) parking stalls, if you would like to reduce and increase parking capacity.
7. It appears there a severe grade changes for the crossing of the pipeline both within the public right-of-way and private parking areas where large trucks are anticipated to be maneuvering. Provide vertical geometry and confirm site distances are met for vertical

and comfort for sag curves on all public and private crossings so our Public Works team can review and provide comments on the proposed crossings of the pipeline.

8. I've requested our Traffic Engineer to review the proposed mid-block pedestrian crossings related to the trail along 160<sup>th</sup> Street NE and 47<sup>th</sup> Avenue NE. Comments forthcoming.
9. Prior to civil construction plan approval a parking lot illumination plan shall be provided in accordance with [MMC 22C.130.050](#)(3)(d). Provide manufacturer's specifications (brochures) for proposed luminaire's and poles.
10. Due to the fact that the site plan will need to be amended as outlined in comment No. 6.e., the landscape plans have not been reviewed at this time.
11. Prior to building permit issuance, the applicant shall be required to demonstrate compliance with all of the applicable building design standards outlined in [MMC 22C.020.245](#). Building design review will be conducted at the time of building permit submittal.
12. The following are DRAFT Environmental Conditions. These are not all inclusive, but what have been identified to date:
  - a. Prior to civil construction plan approval, the applicant shall be required to submit a FINAL Geotechnical Assessment, prepared by a Professional Engineer registered in the State of Washington. Additionally, the applicant/contractor shall be required to adhere to the recommendations of the FINAL Geotechnical Assessment.

Prior to granting occupancy permits, the applicant shall provide a letter from the project engineer to verify that final project grading has been completed consistent with the approved grading plans; that all recommendations outlined in the geotechnical assessment and subsequent amendments have been followed; and that all fill has been properly placed.
  - b. If at any time during construction archaeological resources are observed in the project area, work shall be temporarily suspended at that location and a professional archaeologist shall document and assess the discovery. The Department of Archaeology and Historic Preservation (DAHP) and all concerned tribes shall be contacted for any issues involving Native American sites. If project activities expose human remains, either in the form of burials or isolated bones or teeth, or other mortuary items, work in that area shall be stopped immediately. Local law enforcement, DAHP, and affected tribes shall be immediately contacted. No additional excavation shall be undertaken until a process has been agreed upon by these parties, and no exposed human remains should be left unattended.
  - c. Prior to issuing any ground disturbing activity permits, the applicant shall be required to obtain all necessary permits from Federal, Tribal and State agencies for the proposed critical areas impacts and permanent wetland fill, wetland creation and regulated buffer impacts.
  - d. Prior to issuing any ground disturbing activity permits, the applicant shall be required to obtain all necessary permit approvals from Olympic Pipe Line Company, LLC.
  - e. The applicant shall be required to submit to the Federal Aviation Administration (FAA) a completed FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, a minimum of 45-days prior to proposed construction.
  - f. The applicant shall be required to submit an "Arlington Airport Protection District Disclosure Statement" with a legal description and map to the Arlington Airport for review before recording with the Snohomish County Auditor. Prior to granting occupancy permits, a recorded conformed copy of the "Arlington Airport Protection District Disclosure Statement" shall be provided to the Arlington Airport and City of Marysville.

**City of Marysville Public Works – Development Services**

Shane Whitney, Civil Plan Reviewer

**Existing Utilities**

13. Sanitary sewer: The existing sewer main within 51<sup>st</sup> Ave is shown on record drawing S41.
14. Water: The existing water main within 51<sup>st</sup> Ave is shown on record drawing W775.
15. Storm: Currently there is an open ditch fronting the parcel.
16. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project.
  - a. Sewer and water mains shall be extended within the new City roadways that will be extended onto the project.
  - b. Storm drainage will need to be provided for the widened section of 51<sup>st</sup> Ave. NE and the new City streets that will be constructed.

**Frontage Improvements**

17. 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.
18. 47<sup>th</sup> Ave NE is a planned 3 lane arterial, the road section to be constructed shall be compliant with standard plan 3-201-005.
19. 51<sup>st</sup> Ave NE is also supposed to be a 3 lane arterial. Further guidance from the Traffic Engineer will detail all required improvements on 51<sup>st</sup>.
20. 160<sup>th</sup> Street NE is planned to be a 3 lane arterial with a separated 12 foot multi use path. See standard plan 3-201-005.
21. Where the future roads split parcel lines, a half street design may be allowed. See standard plan 3-206-001. Half street construction will require a minimum placement of 24 feet of asphalt.
22. All the proposed frontage improvements have the possibility of being revised to some degree. The City's traffic engineer will give guidance on what the final configurations shall be designed to.

**ROW Dedication**

23. For the existing 51<sup>st</sup> Ave NE, a 45 foot half width is necessary, it appears the project will need to dedicate 15 feet of right-of-way.
24. 47<sup>th</sup> Ave NE, will need to dedicate a 80 foot right-of-way where it lies entirely within the project boundary, where it will split the property line, a 40 foot dedication is needed.
25. Where 160<sup>th</sup> street is entirely within the project boundary an 80 foot dedication is necessary.
26. Where applicable, that the project will only need to construct a half street improvement, at a minimum a 40 foot dedication is required. The applicant shall dedicate that area which is necessary to build the required improvements should that area exceed a 40 foot width.

**Access**

27. The project is showing multiple connections to the new arterials. The access management standards shall apply, where only 1 access for every 500 feet of frontage onto the arterial is allowed, see section 3-301 of the EDDS.
28. The new access connections must also meet the applicable spacing guidelines, which are shown on table 3-3.1, within section 3-301 of the EDDS.

29. Per EDDS 3-302, bullet 6: Where a property has frontage on more than one roadway, access will generally be limited to the lowest volume roadway where the impacts of a new access will be minimized.
30. The minimum width of a commercial driveway is 24-feet and the maximum is 40-feet.
31. For some of the lots there is a proposal for more accesses than is explicitly allowed, for that to be considered an engineering variance would need to be submitted with the initial site plan application. I did not see where a variance was submitted, please get that to Chris Holland for routing.

### **Drainage**

32. All projects in the city of Marysville must comply with requirements stipulated under the MMC 14.15.040 and 14.15.050.
33. Stormwater drainage: There are some changes that will be required once the grading permit is submitted. The changes will be listed below, and it is understood that the engineer has already stated that some of the items will be addressed later.
  - a. The infiltration facilities will require pretreatment devices. A CB with an elbow does not meet the requirements for pretreatment.
  - b. A conveyance analysis will be necessary with the grading permit submittal.
  - c. It is not apparent that the additional runoff from the widening on 51<sup>st</sup> Ave is being addressed.
34. As mentioned in the drainage report, a mounding analysis will be required once the grading permit is applied for.
35. Ecology may require that the project obtain an NPDES permit.
36. An updated geotechnical report will be required that shows the levels of the winter monitoring for the ground water.
37. The maximum allowed impervious surface coverage for the Zoning designation is 85%.

### **Standard Comments**

38. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.
39. 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.
40. When looking at the access from the site to 51<sup>st</sup> Ave, please ensure that the driveways are compliant with standard plan 3-303-004.
41. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC and with Chapter 3 of the EDDS.
42. 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.
43. Engineering construction plan review fees will be due prior to release of approved civil construction plans.
  - a. Engineering construction plan review per MMC 22G.030.020:
  - b. Fees for a grading permit will be \$976 plus \$130/hour with a \$2000 deposit.
44. Engineering construction inspection fees will be due prior to project final or building final whichever comes first.
  - a. Engineering construction inspection fees per MMC 22G.030.020:

- b. Fees for the project will be \$130/hour with a \$2500 deposit. The deposit is required prior to issuance of the grading permit. Should final inspection fees exceed the deposit, fees shall be paid prior to project acceptance.
45. All civil construction plan submittals are to be routed directly to Shane Whitney, 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.
- a. Review timing:
  - b. First review = 5 weeks
  - c. Subsequent reviews will be 3 weeks.
46. 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 – Operations**

Kim Bryant, Water Operations Supervisor  
360.363.8163  
[kbryant@marysvillewa.gov](mailto:kbryant@marysvillewa.gov)

- 47. Hydrant leads are shown as 50' to 70', for hydrant leads exceeding 50' refer to Design and Construction Standards 2-060 B;
- 48. Field lock gaskets are required on hydrant leads that are more than one length of pipe;
- 49. Hydrant spacing shall not exceed 300' in commercial or industrial zones. Plans show spacing exceeding 300' on a few runs;
- 50. Did not see domestic or irrigation water meter locations.

**City of Marysville Public Works – Water Resources WWTP**

Ryan Carney, Surface Water Inspector  
360.363.8140  
[rcarney@marysvillewa.gov](mailto:rcarney@marysvillewa.gov)

- 51. The City has adopted the 2019 Stormwater Management Manual for Western Washington. (UIC rules apply to infiltration trenches, see Volume I chapter 4 UIC Program. Contact the Department of Ecology for permitting information.)
- 52. For commercial projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control will be required to record a covenant/easement for all of the facilities that will become privately owned and maintained (attached). A draft should be submitted with Civil Plan review documents. An online copy of this form can be found by visiting the City web site: <http://www.marysvillewa.gov/96/Community-Development> then clicking on "Permit applications, forms and fees" then "Engineering Services."

**City of Marysville Public Works – Engineering**

Jesse Hannahs, PE, Traffic Engineering Manager  
360.363.8287  
[jhannahs@marysvillewa.gov](mailto:jhannahs@marysvillewa.gov)

53. Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.
54. 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:
  - a. 51<sup>st</sup> Ave NE (frontage improvements) from 152<sup>nd</sup> ST NE to Northern City Limits
  - b. Intersection signalization of 51<sup>st</sup> Ave NE & 160<sup>th</sup> ST NE
55. Projects included within TIF calculations necessitating for mitigation by development are:
  - a. 51<sup>st</sup> Ave NE (108<sup>th</sup> ST NE to 136<sup>th</sup> ST NE) – widening per EDDS Standard plan 3-201-004.
56. Development TIA shall evaluate at what time during development phasing signalization of intersections of 51<sup>st</sup> Ave NE & 160<sup>th</sup> ST NE and 47<sup>th</sup> Ave NE & 160<sup>th</sup> ST NE shall be required.
57. All-way stop control shall NOT be allowed as a LOS mitigation measure or temporary solution to a warranted signal installation.
58. Intersection Analysis:
  - a. 51<sup>st</sup> Ave NE & 132<sup>nd</sup> ST NE:
    - i. TIF credits shall only be available for portion of signalization project to construct 51<sup>st</sup> Ave NE roadway widening to 3 lanes with bike lanes which may include full roadway ROW construction upon 51<sup>st</sup> Ave NE. Widening of 132<sup>nd</sup> ST NE and signalization costs would not be eligible for TIF credits.
    - ii. Construction shall be required as part of initial development phase unless TIA indicates that a level of development would allow for acceptable LOS.
    - iii. The City is currently under design for widening of the east side of 51<sup>st</sup> Ave NE from 132<sup>nd</sup> ST NE to 136<sup>th</sup> ST NE construction to include sidewalks and a NB bike lane as part of a Safe Routes to School grant funded project with construction anticipated in 2025.
  - b. Smokey Point Blvd. & 152<sup>nd</sup> ST NE: Synchro Analysis should be evaluated further as LOS and V/C ratios within analysis indicate that analysis has substantial errors affecting LOS analysis of Existing and Opening Years.
  - c. 51<sup>st</sup> Ave NE & 160<sup>th</sup> ST NE:
    - i. Intersection is existing as a 3 legged intersection and therefore shall be evaluated for all evaluation years.
    - ii. LOS Tables identify intersection as All-Way Stop Controlled in Horizon Year, however Synchro analysis is based upon signalization. As signal is located upon development frontage, development will construct final intersection leg and is included within TIF calculation, construction of traffic signal by development should be required.
59. Horizon Year Improvements:
  - a. Only projects included within TIF calculation or currently under construction shall be considered as constructed for Horizon Year.
    - i. 47<sup>th</sup> Ave NE is not part of TIF and can only be assumed as constructed by this development and Marysville Corporate Center development.
    - ii. 59<sup>th</sup> Ave NE is not part of TIF and thus cannot be assumed as constructed.
    - iii. 160<sup>th</sup> ST NE is not part of TIF and can only be assumed as constructed as exists, by this development and by Kendall Subaru.



60. Snohomish County intersection of 152<sup>nd</sup> ST NE & 67<sup>th</sup> Ave NE:
  - a. Analysis indicates that development will degrade LOS to an F. Snohomish County should fully review to determine if additional mitigation/impact fees are required.
61. New roadway construction and frontage improvements to existing roadway shall be required per Comp Plan.
  - a. 47<sup>th</sup> Ave NE:
    - i. Three lane minor arterial, landscape strips, 12' multi-use trail on both sides and street lighting per EDDS Standard Plan 23-201-005.
    - ii. Minimum half street frontage improvements including 20' or 24' of asphalt pavement shall be required along eastern property line where development only includes east frontage parcel.
  - b. 51<sup>st</sup> Ave NE: Three lane principle arterial with bike lanes, landscape strips, sidewalks and street lighting per EDDS Standard plan 3-201-004.
  - c. 160<sup>th</sup> ST NE:
    - i. Three lane minor arterial with two-way left turn lane, 12' multi-use trail on both sides, landscape strips and street lighting per EDDS Standard Plan 23-201-005.
    - ii. Minimum half street frontage improvements including 20' or 24' of asphalt pavement shall be required along northern property line where development only includes north frontage parcel.
  - d. Intersection of 51<sup>st</sup> Ave NE & 160<sup>th</sup> ST NE:
    - i. Ultimate intersection shall be signalized.
    - ii. Sufficient ROW shall be provided to enable full signal construction within ROW. 5' minimum width behind sidewalk around intersection radius shall be necessary to enable signal pole and cabinet installations.
  - e. Intersection of 47<sup>th</sup> Ave NE & 160<sup>th</sup> ST NE:
    - i. Ultimate intersection shall be signalized.
    - ii. Sufficient ROW shall be provided to enable full signal construction within ROW. 5' minimum width behind sidewalk around intersection radius shall be necessary to enable signal pole and cabinet installations.
  - f. Site specific roadway cross-sections shall be required and include dimensions for existing, proposed and future portions of ROW build-out and include proposed lane designations.
62. Pipeline ROW crossings **(NEW COMMENTS)**:
  - a. Pipeline pedestrian trail with roadway crossings of arterial roadways of 47<sup>th</sup> Ave NE and 160<sup>th</sup> ST NE shall require that crosswalks be marked and RRFB pedestrian actuated beacon systems be installed.
  - b. Horizontal alignment of roadway shall provide for gradual elevation changes and stopping sight distance shall be required to provide for safety of pedestrian trail crossings.
63. Per EDDS 3-506, street lighting will be required as part of civil construction plans.
  - a. Street Lighting upon all three lane arterials and other public roadways 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](mailto:wehaugen@snopud.com) for more information regarding PUD design.
64. Signing and Channelization Plans shall be required as part of Civil Construction plans for all public roadways.
65. Signalization Plans for the intersection of 51<sup>st</sup> Ave NE & 132<sup>nd</sup> ST NE 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](mailto:msnook@marysvillewa.gov)

66. 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 March 15, 2024.
67. 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 March 15, 2024.
68. 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.
69. If any demolition of structures is proposed, and you are unsure if permit/s will be required for the removal of any 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.
70. Any located underground or above ground fuel tanks will need a fire construction permit for the decommissioning of such fuel tanks.
71. 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.
72. All utility easements and easement setbacks are to be met.
73. 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

74. 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 March 15, 2024. The seismic zone criteria is to be established under the guidelines of a Washington State Licensed Structural Engineer and based on the Geotech report.
75. Please provide scaled floor plans with square footage.
76. Show on the plans the type of building materials proposed, and if required, what type of fire-resistant construction will be required.
77. Site plan is to show the distance from the proposed structure to the property lines, from all sides of the building.
78. A Fire Sprinkler system will be required. The applicant is to verify this requirement with the Fire Marshal's Office.
79. All Electrical installations are to be permitted, inspected and approved through the City. The current code is NEC 2020 with WCEC Amendments. The 2023 NEC will be adopted January 1, 2024. A separate application, plans, and plan review will be required.
80. Special Inspection may 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.
81. Building application for plan review will be approximately 4-6 weeks for first-time plan review comments.

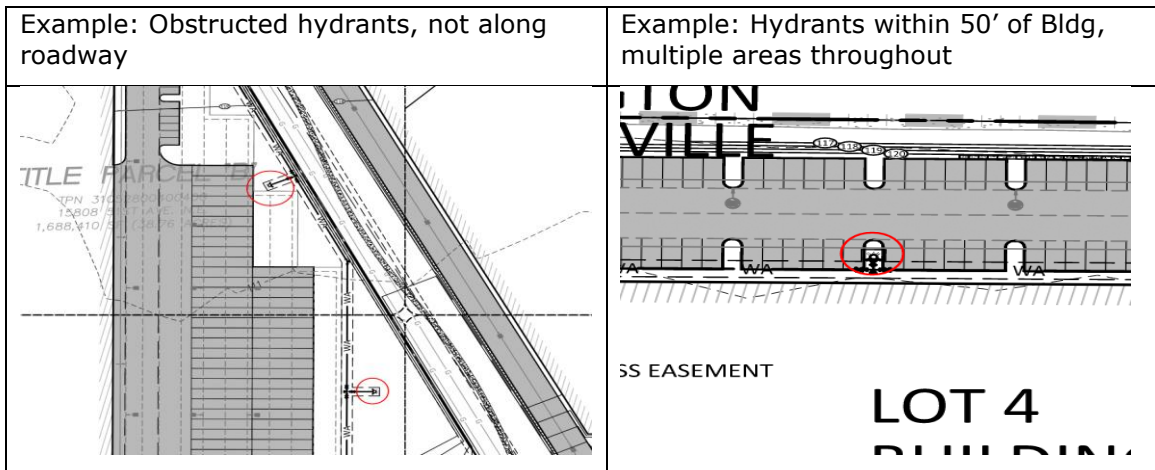
**Marysville Fire District**

Brian Merkley, Deputy Fire Marshal  
 360.363.8500  
[bmerkley@mfdrrfa.org](mailto:bmerkley@mfdrrfa.org)

82. The project shall comply with the current fire code requirements 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.

**WATER**

83. Fire hydrants proposed are insufficient. The following requirements must be satisfied:
  - a. The number of fire hydrants shall be determined on an average spacing of 300 feet computed on an imaginary line parallel to and not less than 50 feet from the structure. All hydrants are to be accessible to fire department pumpers over roads capable of supporting such fire apparatus (City EDDS 2-060). Several areas show hydrant spacing greater than 300 feet as well as placement within 50 feet of the buildings.
  - b. When the required fire flow is 2500 gpm or more, the fire hydrants shall be served by a main which loops around the building or complex of buildings and reconnects back into the distribution main. (City EDDS 2-060). Hydrant loops appear to be inadequate, contributing to the lack of hydrants being proposed. All hydrants shall be served from a main loop within the site.
  - c. Unobstructed access to hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants (2018 IFC 507.5.4). Some hydrants appear to be behind parking spaces and in areas not immediately along a roadway. Hydrants along roadways cannot be blocked by any obstructions such as fences, ditches, vegetation, etc. from the building side of parking lots.



84. 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.
85. 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.
86. No information about available fire flow is provided for the fire hydrants near this site. The fire flow required for the buildings proposed at this site is estimated at 4,000 gpm at 20 psi minimum residual pressure. Contact the city water dept. for hydrant flow test information.
87. Anticipated fire flow of 3,000 gpm from the municipal supply in this area. Additional onsite water supplies may be required. Preliminary hydrant flow test of existing hydrants should be completed to evaluate the water available for fire flow to the site.
88. It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using THE 2018 IFC Appendix B, and depends upon building sizes, construction types, and sprinkler systems.
89. 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.
90. Fire hydrants with approved water supply must be in service prior to building construction.
91. 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.
92. Fire hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5" Storz fittings, with blue reflective hydrant markers to be provided in the roadways, located four inches off the centerline on the hydrant side of the road.

**ACCESS**

93. A minimum 26 foot wide fire apparatus access is required within 20 feet on both sides of fire hydrants.

94. 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 (MMC 9.04.503.1.4). Some access roads appear to be closer than 15 feet.
95. Roadways shall be posted "NO PARKING – FIRE LANE" where needed to maintain unobstructed emergency access (2018 IFC 503.3).
96. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions in IFC Chapter 32 (2018 IFC 503.1.3).
97. Turnaround provision is required for dead-end access in excess of 150 feet long. An adequate access route for fire apparatus must be in service prior to any building construction.
98. 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.

### **FIRE PROTECTION SYSTEMS AND EQUIPMENT**

99. Fire sprinkler and alarm systems will be required. Fire hose standpipe systems may be required. A fire pump system may be required. Emergency Responder Radio Coverage may be required. Building plans should show fire equipment locations. Separated rooms with exterior access doors are required for fire equipment.
100. A location in the sprinkler riser room is required for the DCDA backflow prevention for the fire sprinkler system. Contact Water Quality Specialist, at 360-363-8141 for fire sprinkler system backflow prevention device information. PIV's are not acceptable.
101. A 3200 series **RECESSED** Knox Box will be required to access all fire protection equipment as well as various access doors at regular intervals along the buildings' perimeter. Knox Boxes shall be mounted at 60 inches above grade on handle side of doors.
102. FDC's shall be located 3 to 10 feet from hydrants.
103. The location of fire hydrants and FDCs requires approval on civil plans. Plans for underground fire sprinkler piping shall be shown on civil construction water plans, and submitted for fire marshal review and approval.
104. 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).
105. Pump and riser room size shall be in accordance with MMC 9.04.901.4.6 requirements.
106. Emergency responder radio coverage shall comply with MMC 9.04.510 requirements.
107. 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 required after sheetrock and glass has been installed, and required for final building acceptance.
108. Fire extinguishers are required in approved locations- minimum 2A-10B-C UL rated.
109. 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 vehicular damage.

### **Snohomish County Public Works**

Monica Summerset, Land Development Analyst, Associate  
425.262.2860  
[contact.pwcms@snoco.org](mailto:contact.pwcms@snoco.org)

110. 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:

- a. The applicant may (1) prepare a comprehensive traffic study to determine the development's proportionate share impact to the county adopted capacity improvements or;
- b. (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.

111. Per the attached E016.pdf file, it appears that the Applicant has chosen to mitigate fees based on \$/New ADT impacting the county road system. A written offer is required for this option. Here's the next steps for completing the attached offer form:

- a. The applicant completes Part 1, fills in Option A, signs and returns the form to the City of Marysville.
- b. City of Marysville completes Section 2 and sends form to Snohomish County at [Contact.pwCMS@snoco.org](mailto:Contact.pwCMS@snoco.org).
- c. Snohomish County will complete Section 3 and return to City of Marysville with payment instructions noted on the last page of the offer form.

### **Washington State Department of Ecology**

Neil Molstad, PWS  
425.389.5549  
[neil.molstad@excy.wa.gov](mailto:neil.molstad@excy.wa.gov)

Ecology's Shorelands and Environmental Assistance Program (SEA) has reviewed the materials included with the City of Marysville's (City) second Request for Review of the proposed Williams Investments Industrial Park.

On January 11, 2023, SEA provided the following comments in response to a previous Request for Review of the Williams Investments Industrial Park project (File PreA22050):

*Ecology's Shorelands and Environmental Assistance program (SEA) has reviewed the materials included with the City of Marysville's Request for Review of the proposed Williams Investments Industrial Park, and submits the following comments for consideration:*

*On April 6, 2022, SEA received a request for an Administrative Order to authorize impacts to approximately 4 acres of wetlands located within the Williams Investments Industrial Park project area. These wetlands were determined to not be regulated as Waters of the United States by the Army Corps of Engineers in Jurisdictional Determination letters dated*

*February 24 and July 13, 2021, so it is SEA's understanding that a Federal Section 404 permit will not be required for the proposed impacts to these wetlands.*

*Ecology staff visited the project site on April 15, 2022 and observed that the conditions on large parts of Parcel 31052800400100 have changed significantly since the 2018-2020 wetland delineation conducted on the project area. More specifically, significant portions of the parcel that were not delineated as wetland appeared to exhibit wetland characteristics. On April 20, 2022, SEA sent an email to the applicant's wetland consultant requiring a new wetland delineation on Parcel 31052800400100, and informing the consultant that the Ecology Administrative Order for the project will not be processed until a new wetland delineation for Parcel 31052800400100 is conducted by the consultant and reviewed and approved by SEA. As of this date, SEA has not received a new delineation for the parcel in question.*

*The survey and site plan exhibits submitted to the city for File PreA22050 depict wetland boundaries on Parcel 31052800400100 that SEA does not concur with. SEA recommends that the city wait to move further into any formal permitting processes until the wetland issues on Parcel 31052800400100 are resolved.*

This project proposes impacts to wetland areas, requiring authorization from SEA. The wetland boundaries depicted on the submitted documents for File PA23-025 are unchanged from File PreA22050, which SEA does not concur with (see previous comments above). SEA has been coordinating with the applicant's wetland consultant on a methodology that will result in acceptable wetland boundaries for this project area, but at this time SEA has not received an updated wetland delineation and so has nothing to review for concurrence.

SEA recommends that the City refrain from providing Critical Areas Confirmation for the Williams Investments Industrial Park project at this time, since the wetland boundaries within the project area that SEA eventually concurs with may vary significantly in extent and location from what was submitted to the City.

**Washington State Department of Fish and Wildlife**

Morgan Krueger, Regional Land Use Planner, Habitat Division  
206.707.5434  
[morgan.krueger@dfw.wa.gov](mailto:morgan.krueger@dfw.wa.gov)

112. The mitigation site located adjacent to this project is an off-site mitigation area for the Arlington project, Centennial Parking Lot (PLN 1076). A clear delineation must be presented between the proposed project area and the mitigation site slated to be restored. From images of both projects, it is difficult to see where one site begins and the other ends. Mitigation for each project (Centennial Parking Lot and Williams Investment) must be separated as to not accidentally count one project's mitigation towards the other.
113. 51st Ave ditch has hydrological inputs into Edgecomb creek. I would suggest, for water quality and pollution control purposes, that a larger and vegetated buffer be in-place, especially considering the impervious surfaces adjacent.
114. In Marysville code, it seems strange that details regarding wetland *buffer* impacts are clearly outlined, but *altering/filling* a wetland only has a mitigation/monitoring requirement. Filling a wetland is only required to use 'reasonable use' justification for Category I wetlands. It is assumed that because of this lack of code regarding this topic, this circumstance (filling wetlands) should only occur when absolutely necessary. 132 acres are located on the subject parcel, which is the total acreage that is required to be considered when designating and weighing impact of total critical area encumbrment. It was not proven on any documentation that the 132 acres are not sufficient without intruding into critical areas, as this parcel is large and has plenty of area not encumbered.
115. I am not seeing the 150ft buffer required by the type F Hayho Creek clearly outlined on site plans. I see a 75 ft wetland buffer in many places, but not the 150ft required buffer. Site plans label this stream as 'ditch'.

116. Subdividing some of the parcels on site (most southern parcels) will create parcels measurably encumbered by wetlands. Does your code allow for the subdivision of parcels that will result in total critical area encumbrment?

---

After you have had an opportunity to review the pre-application comments outlined above, please let me know what comments you would like to discuss or need clarification on, so I can invite the applicable staff member and schedule a pre-application meeting. If you have any questions, please contact me at 360.363.8207, or by e-mail at [cholland@marysvillewa.gov](mailto:cholland@marysvillewa.gov).

Sincerely,

***Chris Holland***

Chris Holland  
Planning Manager

ecc: Haylie Miller, CD Director  
5J Development, LLC, applicant

Attached: Snohomish County Traffic Offer



**Snohomish County Traffic Worksheet and Traffic Study Requirements  
for Developments in the City of Marysville**

Snohomish County government, through an interlocal agreement (ILA) with the City of Marysville, may request traffic mitigation measures from any new development in the city that impacts roads in the unincorporated county. The City will impose the requested mitigation to the extent that the City determines that the mitigation is reasonably related to the impacts of the development. To determine the impacts, and to determine reasonable mitigation measures, the City of Marysville requires a traffic study from any development in the city that may have impacts on county roads. This ‘traffic study’ may be as simple as completing sections one and two of the county traffic worksheet below, or having a professional traffic engineer conduct a formal traffic study consistent with the requirements in section three below.

- If a development generates less than ten peak-hour trips and the applicant chooses Option A for mitigation payment (standard payment by percent of county impact fee), then the applicant will generally only have to fill out the first two sections of this traffic worksheet and complete a mitigation offer (see section four).
- However, if a development generates more than ten peak-hour trips, or if the applicant chooses Option B for mitigation payment (comprehensive impact analysis), then the applicant will have to fill out the first section of this worksheet, complete a separate traffic study consistent with the requirements in section three, and complete a mitigation offer (see Section Four).
- Applicants should submit all documents *to the City* as part of their initial submittal.
- Traffic study requirements for impacts on county roads are based on the County’s traffic mitigation ordinance (Chapter 30.66B) and the city/county ILA. At the end of this document find references to the county contacts and county web site (sources for many of the documents related to traffic mitigation).
- Following review of the documents submitted, the County may request supplemental information and analysis as necessary to determine the impacts of the development in accordance with the city/county ILA. The City will require the proposed development to submit the supplemental information and analysis to the extent that the City determines that it is necessary to determine the impacts of the development.

**Section One (1) Worksheet General Information**

- Name of Proposed Development Williams Investment Industrial Property  
City Development File Number (if known) \_\_\_\_\_
- Name, Address and Phone Number of Applicant Williams Investment  
2517 Colby Avenue, Everett, WA 98201  
\_\_\_\_\_  
\_\_\_\_\_
- Development Site Address \_\_\_\_\_  
\_\_\_\_\_
- Is it a residential or commercial development? Commercial
- Description of Development (size and specific type) 2,055,069 sf Industrial Park  
\_\_\_\_\_
- How many new vehicle trips are expected to be generated by the proposed development? (For many common types of developments this information can be provided by the city or the county. For more complex developments trip generation may have to be determined under section three below)  
699 AM Peak Hour 699 PM Peak Hour 6,926 Average Daily Trips (ADT)
- Proportionate Share Impact Mitigation: All applicants have two options in determining the amount of their traffic mitigation payment:  
X For determining the amount based on a percentage of the county fee go to section two.  
\_\_\_\_\_ For determining the amount based on a comprehensive traffic study go to section three.

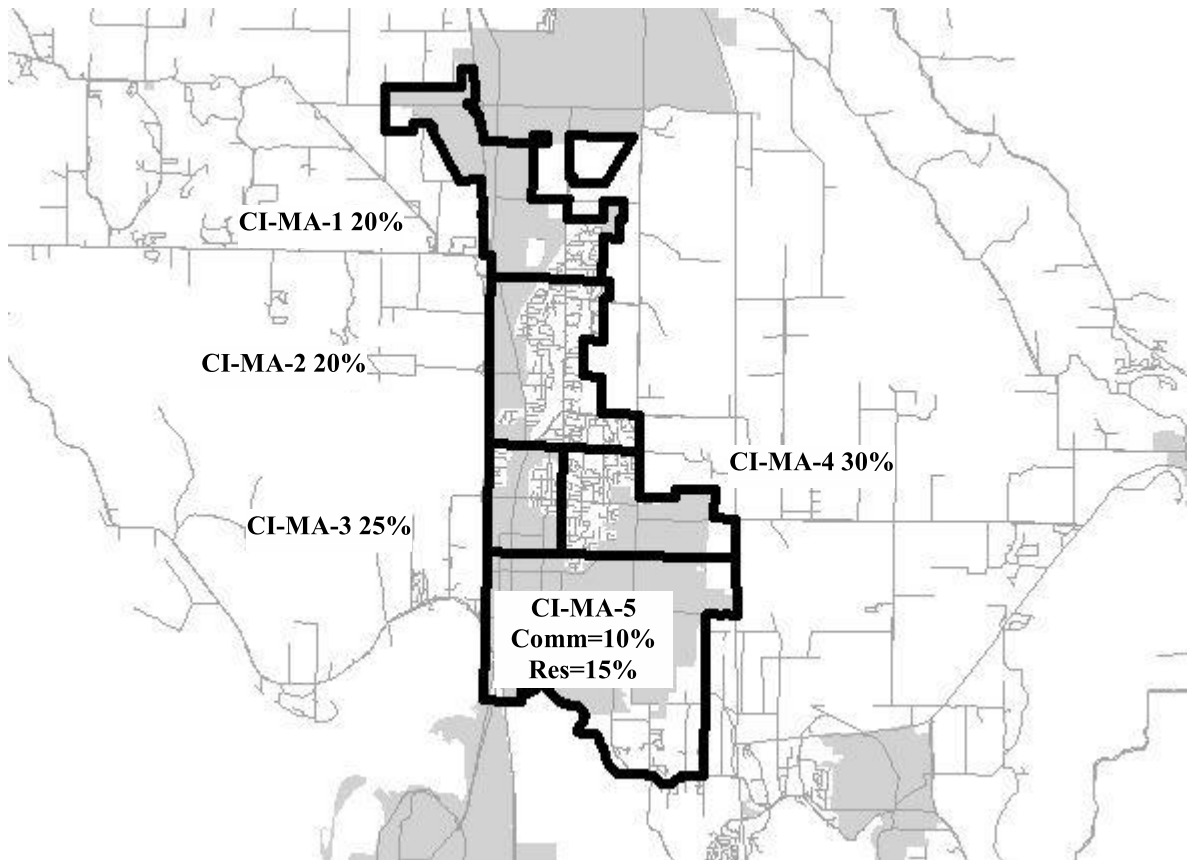
**Section Two (2) Proportionate Share Determined by Percentage of County Impact Fee**

**2(a) Calculation of Payment Amount**

1. Standard default estimated percentage of trips impacting the City streets based on subareas (See below) 20 % or 2. Other Percentage: (Note: See author’s qualifications in section three below.) Estimated percentage of trips impacting county roads from attached trip distribution: \_\_\_\_\_ %

Sub-Area ID #	* City Subarea Description	Residential Developments	Commercial Developments
CI-MA-1	North of 136th ST SE.	20%	20%
CI-MA-2	North of 100th ST NE and South of 136th ST SE.	20%	20%
CI-MA-3	North of 76th ST NE, South of 100th ST SE, and West of 51st AV NE.	25%	25%
CI-MA-4	North of 76th ST NE, South of 100th ST SE, and East of 51st AV NE.	30%	30%
CI-MA-5	South of 76th ST NE.	15%	10%

\* Note: Boundaries are either street centerlines or imaginary extensions of street centerlines in places where the actual streets do not exist.



3. Development New Average Daily Trip Generation (ADT) 6,926  
 4. Type of Development (Residential or Commercial) Commercial  
 5. County Commercial Fee Rate \$ 157      6. County Residential Fee Rate \$ \_\_\_\_\_  
 (Note: Consistent with county code and the ILA, developments pay the rate in effect at the time of their submittal. As of 07/13/11 the rates were \$39 for commercial developments and \$46 for residential developments. Through ordinance, the County Council can change these rates at any time, so consult with the County or look at Snohomish County Code 30.66B.330 to find the latest fee rates.)  
 7. Calculation of Proportionate Share Impact Mitigation

$$\frac{20}{\#1 \text{ or } \#2 \text{ above: } \% \text{ of trips}} \times \frac{6,926}{\#3 \text{ above: } \text{ADT}} \times \frac{157}{\#5 \text{ or } \#6 \text{ above: } \text{Fee Rate}} = \$ \frac{217,476.40}{\text{proportionate share mitigating payment}}$$

## 2(b) Determining whether or not an additional traffic study is necessary

Will the development generate more than 10 peak-hour trips *or* are there other impacts that need to be addressed (e.g., level of service, safety, or access and circulation)

\_\_\_\_\_ No. Skip section three and go to section four.

\_\_\_\_\_ Yes. Read the introduction to section three and skip to section 3(b).

## Section Three (3) Traffic Study Requirements

Introduction: This section outlines requirements for traffic studies for impacts on County roads. If an applicant chooses (or is required) to complete a traffic study, then it should be submitted along with this worksheet and a mitigation offer. (Note on Author's Qualifications: A traffic study under this section must be conducted by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and, preferably, membership in the institute of transportation engineers. For individuals/firms not on the City's approved list, the developer will provide, with the traffic study, the credentials of the individual or firm performing the traffic study certifying compliance with these qualifications.)

### 3(a) Proportionate share impact mitigation based on comprehensive traffic study

1. Development's Trip Generation and Distribution. Determine the PM peak-hour trip generation and distribution for the development consistent with Section 3(b) below.
2. Impacted Improvements. Determine which of the road sections with planned improvements in the county's impact fee cost basis (Transportation Needs Report Appendix D) are impacted by three or more development-generated *directional* PM peak hour trips (PM PHT).
3. Current Counts. For each impacted improvement, provide current traffic counts to determine the PM PHT.
4. Reserve Capacity. Determine "reserve capacity" for each impacted improvement by subtracting the current PM PHT from the maximum service volume (MSV) for the existing facility. Reserve capacity is set to zero if current PM PHT exceeds the MSV. For MSVs see County DPW Rule 4224.
5. New Capacity. New capacity is the incremental increase in PHT that could be accommodated with the planned improvement. Determine the new capacity of each impacted improvement by subtracting the current MSV from the future MSV after the improvement.
6. Chargeable Capacity. For each impacted improvement, add the reserve capacity to the new capacity.
7. Final Adjusted Cost. Find the cost of each impacted improvement and make any adjustments used by the County for tax credits (see Transportation Needs Report Appendix D).
8. Capacity Cost per Peak-Hour Trip. For each impacted improvement, determine the capacity cost per PM PHT by dividing the final adjusted improvement cost by the chargeable capacity.
9. Traffic Impacts. From step one above, take the *total* number of PM PHT (in both directions) impacting each planned improvement.
10. Proportionate Share. For each impacted improvement, determine the proportionate share impact mitigation by multiplying the capacity cost per peak-hour trip by the number of PM PHT impacting the improvement.

### 3(b) Trip Generation and AM and PM Peak Hour Trip Distribution and Assignment

Calculate AM, PM and Daily trip generation consistent with the ITE Trip Generation Handbook and Snohomish County Public Works Rule 4220. Determine the trip distribution and assignments consistent with the County's document titled "Format for Trip Distributions"(available at County web site, see below).

- Within the developments transportation service area (TSA) the distributions will be carried out to each key intersection at which the approach or departure volumes on any leg have three (3) or more peak hour trips. Get the most current list of key intersections on the web site described below. Trips should be distributed onto the road system as it is expected to be in six years.
- The distribution should be a schematic map showing the broad distributions of trips in terms of percentages on different roads. Show all City boundaries.
- The assignment should be a schematic map with the impacted key intersections identified by ID# and turning movements for each shown in separate diagrams on the same page or on different pages. The assignment should also be presented in tabular form listing each intersection by intersection ID#, and the number of trips at each movement.

**3(c) Additional Analysis for Developments Generating More Than Fifty (50) Peak Hour Trips**

For large developments (i.e., those generating more than 50 peak-hour trips), the County may request mitigation for impacts on the level of service of County roads, documented safety locations (the County calls such locations “inadequate road conditions” or “IRCs”), and access or circulation. The traffic study requirements below are intended to disclose impacts. Based on this information the County may request through the City that the applicant provide additional information showing possible mitigation measures. If any off-site improvements were needed for mitigation the County would work with the applicant to determine requirements for right-of-way, construction plans, right-of-way use permits, construction/maintenance bonds, and other issues.

**Impacts on Level of Service (LOS) of County Arterials**

Contact Snohomish County Public Works for the most current list of arterial units in arrears and critical arterial units. Identify any arterial units in arrears or critical arterial units impacted by three or more directional peak-hour trips.

**Impacts on Inadequate Road Conditions**

Contact Snohomish County Public Works for a list of the current IRCs. Identify any IRCs impacted by three or more peak-hour trips. Note: Unlike LOS impacts in which at least three or more peak hour trips have to be added in one direction to require disclosure (e.g., 3 westbound), for IRCs, any three peak hour trips added to IRC locations are considered an impact for which disclosure is necessary (e.g., 2 westbound plus 1 eastbound).

**Impacts on Access or Circulation**

The County may request improvements to existing roads to provide safe and efficient access and/or circulation. In some instances, the County may request provisions for future County roads identified in the Comprehensive Plan or in Small Area Transportation Studies. If so, the County will request specific additional information through the City.

**Section Four (4) Traffic Mitigation Offer to Snohomish County**

The applicant should complete a traffic mitigation offer to Snohomish County that summarizes the mitigation identified in the county traffic worksheet and any additional traffic study. This will facilitate timely review of the development and processing of the application. The form to use for the mitigation offer is titled “Traffic Mitigation Offer to Snohomish County.” This form is typically provided to all applicants along with this traffic study checklist. In addition, copies are available from the county contacts or the Snohomish County web site shown below.

**Additional Information**

County Web Site

Snohomish County Public Works has a web site with many documents related to traffic studies and mitigation requirements for developers. From the Snohomish County Home Page go to:

Departments/Public Works/Divisions/TES/ProgramPlanning/3066B

County Contacts

- Elbert Esparza, Snohomish County DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201, (425) 388-3184, [elbert.esparza@snoco.org](mailto:elbert.esparza@snoco.org)

**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><b>Basic Development Information</b></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><b>Proportionate Share Calculation: Choose Option A or B</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)				\$_____
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)				\$_____																									
<p><input type="checkbox"/> <b>Trip Distribution and Assignment if required</b></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"/> <b>Mitigation of Other Impacts if required</b></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"/> <b>Written Offer</b></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](mailto: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.
---	--

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**