



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

April 28, 2022

Michael Chen  
Mackenzie  
500 Union Street, Suite 410  
Seattle, WA 98101

Re: Marysville Corporate Center – *Technical Review 1*  
PA 22004

Dear Michael,

After preliminary review of the above referenced proposal, the Planning Division has the following comments:

1. Include File Number PA22004 on all future site, civil construction, landscape and lighting plan submittals.
2. Is the ditch located along the northern property boundary a regulated critical area? Please have wetland resources verify. The ditch is considered a Water of US and a permit would be required from the Corps for any disturbance of the ditch.
3. An unsigned DRAFT Geotechnical Report was submitted with the BSP application. Section 1.0 of the DRAFT Geotechnical Report contemplated permeable pavement, however, in review of the preliminary civil plans, permeable pavement does not appear to be proposed. A Final Geotechnical Report shall be required to be submitted, prior to civil construction plan approval.
4. The preliminary BSP submitted is essentially a Final BSP. A preliminary BSP shall be required to be submitted, which includes the following information, as outlined in MMC 22G.100.090(3):
  - a. See [MMC 22G.100.090\(3\)\(a\) – \(o\)](#) for all elements required to be depicted on the preliminary BSP. Most are included in the “Final BSP” submitted but will also need to be included on the preliminary BSP.
  - b. Cover sheet should show entire boundary of site, including phasing lines.
  - c. Subsequent sheets shall be drawn in a reviewable scale (i.e. 1” = 20’, 1”= 30’, 1”= 40’ or 1” = 50’), pursuant to [MMC 22G.100.090\(3\)\(b\)](#).
  - d. Phase 1, including all lots and tracts for all phases, shall be drawn with **dark solid lines**. With the recording of Phase 1 all lots will be created, however, individual site plan review will be required for development of subsequent phases.
  - e. The interior layout of Phases 2 & 3 shall be drawn in **light colored shadow print**.
  - f. An existing conditions sheet will need to be provided, which depicts all encumbrances outlined in Schedule B of the Title Report prepared by Chicago

Title Insurance Company, dated February 24, 2022. If the encumbrances cannot be depicted they shall be referenced.

- g. Provide a "ZONING COMPLIANCE" section demonstrating compliance with the LI bulk & dimensional standards outlined in [MMC 22C.020.080\(2\)](#).
- h. Provide a "PARKING COMPLIANCE" section demonstrating compliance with:
  - i. Minimum required parking spaces outlined in [MMC 22C.130.030](#) Table 1.
  - ii. Provide carpool parking locations and calculations in accordance with [MMC 22C.130.030\(3\)](#).
  - iii. Provide a detail of the required carpool parking signage. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.
  - iv. Minimum parking space and aisle dimensions outlined in [MMC 22C.130.050](#) Table 2.
  - v. Depict actual turning radii proposed, in accordance with [MMC 22C.130.050\(5\)\(b\)\(ii\)](#).
  - vi. Provide an auto-turn exhibit showing that the largest trucks navigating through the site will not damage any vertical curbs and landscape islands.
  - vii. Provide bicycle parking locations and calculations in accordance with [MMC 22C.130.060](#).
- i. Provide pedestrian connections in accordance with [MMC 22C.130.050\(5\)\(c\)](#) (see attached redlines). Additional provisions are outlined in Section 9.7 of the Smokey Point Master Plan Design Guidelines.

Pedestrian pathways are required to be constructed with decorative concrete clearly denoting the pedestrian pathway. The pathways must be universally accessible and meet ADA standards. This detail shall be required to be provided on the civil construction plans.

- j. Incorporate pedestrian amenities, as outlined in Section 9.8 of the Smokey Point Master Plan Design Guidelines, as follows:
  - i. In addition to safe and durable walking surfaces, pedestrians should be provided with amenities such as benches, weather protected seating areas, covered walkways, and other features.
  - ii. Accessible open space, maintained grass areas, and mini sports courts are encouraged.
  - iii. Pedestrian amenities should be integrated into the site design.
- k. Provide storage space and collection points for recyclables in accordance with [MMC 22C.020.320](#). Additionally, note the required SF calculations on the site plan, including area provided. This is in addition to the solid waste collection areas below.

Collection areas are required to be paved with concrete and screened with a minimum 6' high enclosure constructed of concrete block or brick, in addition to the landscaping provisions outlined below.

- l. Provide collection points for solid waste. Contact Skip Knutsen, Public Works Service Manager, at 360.363.8173 or [sknutsen@marysvillewa.gov](mailto:sknutsen@marysvillewa.gov), for solid waste collection area dimensional and location criteria.

Collection areas are required to be paved with concrete and screened with a minimum 6' high enclosure constructed of concrete block or brick, in addition to the landscaping provisions outlined below.

- m. Pursuant to Section 9.5 of the Smokey Point Master Plan Design Guidelines, the following Service Areas standards apply and must be incorporated into project design:
  - i. Service areas will be located behind buildings.
  - ii. Service areas should be screened by landscaping, fences, or walls that obscure the operations from adjacent streets. "Screening" includes distance from street, location of on-site parking and other site landscaping.
  - iii. Service courts are encouraged when the development includes multiple buildings.
  - iv. Service courts are encouraged as shared facilities between sites or where they can be accessed for shared driveways.
- n. Pursuant to Section 9.6 of the Smokey Point Master Plan Design Guidelines, a designated visitor and employee access entrance shall be established that is not in close proximity to the truck and service vehicle entrance.
- o. Identify location and provide a detail of any proposed fencing to ensure compliance with Smokey Point Master Plan Section 10.5.2 *Fences*. Fence materials between the front property line and the front façade of the building shall consist of metal, wood, and/or masonry units, and will be consistent with the architectural character of adjacent structures. Chain link fences will only be allowed around rear and side yard storage areas and then, only black vinyl coat or black painted chain link is allowed. The maximum allowable height for fences is eight (8) feet. Adjoining, adjacent, and connecting fences will be similar in design and constructed from like materials.
- p. Add the following "NOTES" to the preliminary BSP:
  - i. 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.
  - ii. Prior to civil construction plan approval, the applicant shall be required to demonstrate compliance with the applicable landscaping standards outlined in the Smokey Point Master Plan and MMC Chapter 22C.120 *Landscaping and Screening*.
  - iii. Prior to civil construction plan approval, the applicant shall be required to demonstrate compliance with the parking lot illumination standards outlined in MMC 22C.130.050(3)(d).
  - iv. Prior to civil construction plan approval, the applicant shall be required to demonstrate compliance with Smokey Point Master Plan Section 10.5.1 *Trash, Recycling and Storage areas*.
  - v. Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Architectural Design Standards outlined in the Smokey Point Master Plan.

- vi. 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.
  - vii. Prior to building permit issuance, the applicant shall be required to demonstrate all mechanical equipment located on the roof, façade or external portions of a building are architecturally screened so as not to be visible from adjacent properties at street level or the public street. Mechanical equipment shall be screened by a primary building element or structure.
  - viii. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened by landscaping, fences, or walls.
  - ix. Equipment or vents which generate noise or air emissions shall be located on the opposite side of the building from adjoining residentially designated properties.
  - x. 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.
  - xi. 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.
  - xii. 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.
  - xiii. 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.
5. Prior to civil construction plan approval, a FINAL Landscaping Plan depicting all of the applicable elements outlined in [MMC 22C.120.030](#) and the Smokey Point Master Plan shall be required to be approved by the Planning Division. The following are cursory review comments based on review of the preliminary landscape plan submitted:
- a. The project engineer and landscape architect shall confirm any required landscaping proposed to be located within a bioretention cell can survive and flourish within the bioretention swale.
  - b. All landscaped areas shall be provided with an irrigation system or a readily available water supply with at least 1 outlet located within 50' of all plant material.
  - c. Water conservation measures shall be applied as outlined in [MMC 22C.120.050](#).
  - d. A minimum 15' L3 landscape buffer shall be provided along the northern and eastern property boundary adjacent to 160<sup>th</sup> Street NE and 47<sup>th</sup> Avenue NE.

- e. In review of the "ZONING COMPLIANCE" section on Sheet L0.01 it does not appear the proposed landscaping complies with the L4 Parking Lot Landscaping provisions. 10% of the required parking areas shall be landscaped with L4 landscaping.
  - f. See attached pedestrian connection requirements. This will affect parking areas and L5 landscaping islands.
  - g. Street trees shall be planted along the proposed entry drives, specifically the truck traffic entrance off of 156<sup>th</sup> Street NE.
  - h. It is difficult to determine whether or not the proposed detention facilities comply with the L5 landscape buffer requirements.
  - i. Utilities shall be placed and screened in accordance with Section 9.16 *Utilities* of the Smokey Point Master Plan Design Guidelines.
  - j. The final landscape plan shall be designed to comply with Section 10 *Landscaping* of the Smokey Point Master Plan Design Guidelines, including:
    - i. Section 10.2 *Planting Design*.
    - ii. Section 10.3 *Streetscape Landscaping*.
    - iii. Section 10.4 *Parking Lot Landscaping and Screening*.
  - k. All garbage collection, dumpsters, recycling areas, loading and outdoor storage or activity areas (including but not limited to areas used to store raw materials, finished and partially finished products and wastes) shall be screened from view of persons on adjacent properties and properties that are located across a street or alley. Screening may be accomplished by any one of the following techniques or their equivalent:
    - i. A five-foot-wide L1 visual screen;
    - ii. A six-foot-high solid masonry wall or sight-obscuring fence five feet inside the property line with an L2 buffer between the fence and the property line; and
    - iii. Storage areas are not allowed within 15 feet of a street lot line.
  - l. In addition to the hardscaped screening requirements for garbage collection, dumpsters and recycling areas, a minimum 5' L2 screen shall be provided around the perimeter.
  - m. Provide the landscape maintenance provisions, as outlined in [MMC 22C.120.180](#).
6. Prior to civil construction plan approval an illumination shall be approved and designed in accordance with [MMC 22C.130.050\(3\)\(d\)](#), as follows:
- a. 25' maximum height;
  - b. Fixtures shall be full cut-off, dark sky rated, with lower fixtures preferable so as to maintain a human scale;
  - c. Pedestrian scale lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrian to identify a face 45 feet away in order to promote safety;
  - d. Parking lot lighting shall be designed to provide security lighting to all parking spaces;
  - e. Lighting shall be shielded in a manner that does not disturb residential uses or pose a hazard to passing traffic. Lighting should not be permitted to trespass onto

adjacent private parcels nor shall light source (luminaire) be visible at the property line.

- f. Fixture design shall incorporate unique design features that coincide with the architectural design of the building(s); and
7. Prior to building permit approval, the applicant shall be required to demonstrate compliance with the following Smokey Point Master Plan Design Standards:
    - a. Section 9.9 *Architectural Concept*.
    - b. Section 9.10 *Scale in Design*.
    - c. Section 9.11 *Wall Modulations*.
    - d. Section 9.12 *Roofline*.
    - e. Section 9.13 *Building Elements, Details and Materials*.
    - f. Section 9.14 *Details*.
    - g. Section 9.15 *Mechanical Screening*.
  8. Future signage shall be required to comply with Section 10.6 *Signage*, of the Smokey Point Master Plan Design Guidelines.

Enclosed are copies of comments received from other City departments, and reviewing agencies. Revised application materials must be accompanied with a written response detailing how each of the items outlined above and attached hereto have been addressed, and what sheet the change(s) can be found on.

After you have had an opportunity to review, please let me know what technical review comments you need clarification on. Once received I can set up a Zoom meeting with all of the applicable city and agency representatives. If you have any questions, please contact me at 360.363.8207, or by e-mail at [cholland@marysvillewa.gov](mailto:cholland@marysvillewa.gov).

Sincerely,

***Chris Holland***

Chris Holland  
Planning Manager

e-copy: Haylie Miller, CD Director  
Matthew Oyen, PacTrust



PUBLIC WORKS DEPARTMENT  
80 Columbia Avenue ♦ Marysville, WA 98270  
(360) 363-8100 ♦ (360) 651-5099 FAX

## MEMORANDUM

To: Chris Holland, Planning Manager

From: Shane Whitney, Civil Plan Reviewer

RE: Marysville Corporate Center, File# PA22-004  
Binding Site Plan  
15908 47<sup>th</sup> Ave., Multiple Parcels

Date: 4/27/2022

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The following comments are offered after review of the above referenced application.

1. **Existing utilities:**
  - a. Sanitary sewer: The sewer manhole in 156th Street NE adjacent to the project is shown on RD325. The 18 inch trunk line, west of the project is shown on record drawing S619.
  - b. Water: The waterline within 156th Street NE is available on RD325.
  - c. Storm: The storm drainage in 156th Street NE is also on RD325.
2. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project. Sanitary sewer and water mains shall be installed within the new City roads. Storm drainage facilities shall also be supplied for the new City roadways that are to be constructed.
3. **Frontage Improvements:** Frontage improvements are required per MMC 12.02A.090 on all projects. Frontage improvements are described as curbs, gutters, and sidewalks; underground storm drainage facilities; patching the street from its preexisting edge to the new curb line; and overlayment of the existing public street to its centerline.
  - a. 156<sup>th</sup> Street shall be 5 lanes with curb and gutter, a 5 foot planter, a 5 foot sidewalk on the south side of the road and a 12 foot multi-use path on the north side of the roadway. See standard plan 3-201-002. The extension shall be constructed to within 5 feet of the east property line. With the 5 lane roadway, a cul-de-sac is not required to be constructed.
  - b. 160th Street is planned to run along the north end of the project. The full build out is to have 2 travel lanes, a turn lane, curb gutter and a 12 foot multi-use path on the south side of the road. See standard plan 3-201-005 of the EDDS. If the

projected ADT is within allowable thresholds, a half street improvement may be allowed.

- c. 47<sup>th</sup> Ave NE is at full build out is to have 2 travel lanes, with a turn lane, bike lanes, curb and gutter with a 5 foot planter with 5 foot sidewalks. See standard plan 3-201-004 of the EDDS. A half street design will be allowed. The proposed alignment for future 47<sup>th</sup> Ave has changed, I'll include a diagram of the alignment in my response.

**4. Dedication Requirements:**

- a. 156<sup>th</sup> Street NE will require a 90 foot dedication.
- b. Provided that a half street type designed is allowed, it would appear that a 42 foot dedication would be necessary for half street construction of 160<sup>th</sup> Street NE.
- c. 47<sup>th</sup> Ave NE will need to have 35 feet of dedication.

**5. Access:**

- a. The access locations shall be compliant section EDDS 3-301 of the EDDS, which is the arterial access standards. It would appear that the locations will be acceptable. Further guidance from the Traffic Engineer may require that the accesses on the west side near the future crossings of the creek be limited to a right in and right out traffic pattern.
- b. The minimum width of a commercial driveway is 24-feet and the maximum is 40-feet.
- c. The internal circulation of the access driveways within the project will need to meet the Fire Marshalls requirements.

**6. Drainage:** All projects in the city of Marysville must comply with requirements stipulated under the MMC 14.15.040 and 14.15.050.

- a. Stormwater drainage: The city has adopted the 2012 Ecology Manual as amended in 2014. Projects above the 5,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington. The following revisions will need to be made to the drainage report in the next submittal:
  - The report will need to be revised to account for the construction of 160<sup>th</sup> Street and 47<sup>th</sup> Ave and for extending 156<sup>th</sup> Street further to the east.
  - Include a developed basin map that also shows where the runoff will be addressed for 160th Street and 47th Ave.
  - With what was submitted, we do not have verification that the infiltration facilities are meeting the required separation distances from the seasonal water table. Please also provide information that the bioswales are meeting the required separation distance.
  - Should the infiltration areas not have 5 feet of separation, a mounding analysis shall be required to be able to reduce to the requirement down to 3 feet.
  - As noted in the report, for the civil plan review process, a conveyance analysis, water quality design and an O & M section will be required.



- b. The geotechnical engineer is to approve the final design and provide inspection documentation that constructed facilities function as designed.
- c. The maximum allowed impervious surface coverage for the Zoning designation is 85%.

Other Comments:

7. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.
8. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.
9. A grading permit will be required for the civil work.
10. 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.
11. Engineering construction plan review fees will be due prior to release of approved civil construction plans.  
Engineering construction plan review per MMC 22G.030.020:  
Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour.
12. Engineering construction inspection fees will be due prior to project final or building final whichever comes first.  
Engineering construction inspection fees per MMC 22G.030.020:  
Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour.  
Bond administration fee = \$20.00/lot or unit, with a minimum amount being \$250.00
13. **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 plan set, a copy of the drainage report, a completed grading permit application 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:
    - i. First review = 5 weeks
    - ii. Second review = 3 weeks
    - iii. Third review = 3 weeks
    - iv. Subsequent reviews repeat the above schedule.
14. 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.

If you have additional questions regarding the above comments, please contact me at (360) 363-8227 or at [swhitney@marysvillewa.gov](mailto:swhitney@marysvillewa.gov).

cc: Ken McIntyre, PE, Development Services Manager



**MARYSVILLE**  
PUBLIC WORKS

## MEMORANDUM

TO: Chris Holland, Planning Manager

FROM: Brad Zahnow, Development Services Technician

DATE: April 14, 2022

SUBJECT: PA22-004 Marysville Corporate Center  
5013 152<sup>nd</sup> Street NE & 15908 47<sup>th</sup> Avenue NE  
APNs: 31052800400300, 31053300100700, 31053300100400

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### **Utility Capital Improvement Fees**

Utility capital improvement fees are assessed in accordance with the attached rate sheet. The "City" rates will apply to this project.

### **Recovery (Latecomer) Fees**

None applicable to this project.

### **Utility Main Fees**

None applicable to this project.

### **ULID/LID Fees**

All parcels associated with project are subject to LID #71 for construction of the 156th St Overpass. The current balances on the assessment account may be obtained from:

Rick Knopf  
Public Finance, Inc.  
Publicfinanceinc@gmail.com  
(425) 885-1604

(360) 363-8100

Public Works  
80 Columbia Avenue  
Marysville, WA 98270



**UTILITY CAPITAL IMPROVEMENT CHARGES - 2022**

MMC Section 14.07.010 - Marysville Ord. Nos. 2607 & 2670 - Effective 1-1-2006  
 Community Development Department ♦ 80 Columbia Avenue ♦ Marysville, WA 98270  
 (360) 363-8100 ♦ (360) 651-5099 FAX ♦ Office Hours: Monday - Friday 7:30 AM - 4:00 PM

**RESIDENTIAL UNITS**

Type of Connection		Water		Sewer	
		City	Outside City	City	Outside City
Residential DU*	Eff 1/1/06	\$4,750/du	\$5,490/du	\$4,490/du	\$4,890/du
Inspection		Plumb permit varies	Plumb permit	\$100	\$100
Admin/Filing Fee		\$20	\$20	\$20	\$20

\*Dwelling unit includes single-family, multi-unit housing, apts, condos, manufactured homes and mobile homes.  
 Main fees or latecomer fees may apply, depending on location.

Type of Connection		Water		Sewer	
		City	Outside City	City	Outside City
Hotel/Motel	Eff 1/1/06	\$1,816/rm	\$2,099/rm	\$1,717/rm	\$1,870/rm
RV Park Pads	Eff 1/1/06	\$2,375/pad	\$2,745/pad	\$2,245/pad	\$2,445/pad

**COMMERCIAL / INDUSTRIAL**

**WATER**

Gallons per Minute	City	Outside City
0 – 2000 gpm	\$1.64 / square foot (bldg)	\$1.99 / square foot (bldg)
2001 – 4000 gpm	\$2.40 / sf	\$2.87 / sf
4001+ gpm	\$3.16 / sf	\$3.80 / sf
Warehouse/Storage (Ord No. 3026, Eff 7/15/16)	\$0.48 / sf	\$0.65 / sf
Warehouse/Storage with fire sprinklers	\$0.36 / sf	\$0.49 / sf

**SEWER**

Type of Use	City	Outside City
Retail Sales/Manufacturing/ Churches/Schools/Day Care	\$1.03 / square foot (bldg)	\$1.24 / square foot (bldg)
Offices/Medical/Dental/Nursing Homes and all other uses not listed	\$1.67 / sf	\$2.00 / sf
Warehouses/Storage	\$0.49 / sf	\$0.65 / sf
Restaurants/Taverns/Esspresso	\$2.38 / sf	\$2.86 / sf
Schools without kitchens	\$0.77 / sf	\$0.93 / sf

**SURFACE WATER / STORM DRAINAGE**

Surface water capital fee – Eff 1/1/11	Residential - \$95/du	Commercial - \$95/3200sf of imp surface
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**METER SERVICES**

Meter Size	Tapping Fee	Meter Drop Fee
5/8" x 3/4"	\$1,050	\$500
3/4" x 3/4"	\$1,075	\$525
1"	\$1,200	\$560
1.5"	\$1,600	\$750
2"	\$1,900 min	\$850
3", 4", 6", 8"	Time and Material - \$3,500 min + \$1K/inch	Included in tapping fee

Fire sprinkler systems may require a larger meter for adequate fire flow – consult your designer.

All non-residential water services, including fire sprinkler systems and irrigation systems, require a backflow prevention assembly to be installed immediately downstream of the water meter. Contact the city's cross connection control specialist at (360) 363-8100 to determine the type of assembly required.



**MARYSVILLE**  
**PUBLIC WORKS**

**MEMORANDUM**

TO: Chris Holland, Planning Manager

FROM: Kim Bryant, Water Operations Supervisor  
Tim King, Utility Construction Lead II  
Ryan Keefe, Water Operations Lead II

DATE: April 18<sup>th</sup>, 2022

SUBJECT: Marysville Corporate Center, PA22004

Public Works Operations has reviewed the Marysville Corporate Center submittal and has the following comments:

1. Water details not shown;
2. Valve locations, domestic meter locations and irrigation meters with subsequent backflow assemblies not shown.

If the applicant has any questions about these comments, I can be contacted at (360) 363-8163 or [kbryant@marysvillewa.gov](mailto:kbryant@marysvillewa.gov).

(360) 363-8100

Public Works  
80 Columbia Avenue  
Marysville, WA 98270



**MARYSVILLE**  
PUBLIC WORKS

## MEMORANDUM

TO: Chris Holland, Planning Manager

FROM: Brooke Ensor, NPDES Coordinator

DATE: 4/18/2022

SUBJECT: PA22-004 Marysville Corporate Center

1. The City has adopted the 2012 Stormwater Management Manual for Western Washington, as amended in 2014 (2014 Manual), as our design standard. All projects must conform to these standards and use Low Impact Development techniques when feasible.
2. If your project triggers Minimum Requirement #6 Runoff Treatment, please refer to Marysville Municipal Code section 14.15.050 for treatment type thresholds.
3. Surface Water capital improvement charges will apply to your project. Refer to code section 14.07.010 for more information.
4. 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."
5. Plans for the 156<sup>th</sup> St NE extension over Hayho creek show the eastern portion of that road will sheet flow across this property. Please describe how stormwater for that section of the roadway will be handled.
6. The new 156<sup>th</sup> St NE frontage is not described in the stormwater report. Please add. If at all possible treatment and flow control facilities for the roadway should be placed in Right of Way and dedicated to the City.
7. City requirements do not negate any other state or federal requirements that may apply.

If you have questions regarding these comments, please contact me at 360-363-8288 or [bensor@marysvillewa.gov](mailto:bensor@marysvillewa.gov).

cc: Matt Eyer, Storm/Sewer Supervisor

(360) 363-8100

Public Works  
80 Columbia Avenue  
Marysville, WA 98270



## Stormwater Covenant and Easement

Community Development Department 80 Columbia Avenue Marysville, WA 98270

(360) 363 -8100 Phone (360) 651-5099 FAX Office Hours: Monday – Friday 7:30 AM -4:00 PM

### Instructions Page

#### For the Developer:

Does your Project trigger minimum requirements #6 Runoff Treatment, or #7 Flow Control AND the facility(ies) will be on private property?

If “no” then this covenant does not need to be recorded.

Otherwise, please complete the enclosed documents. The draft document should be submitted for review with the other civil plan documents. It does not need signatures at that time. Exhibit B- Facilities Maintenance Plan should include a map showing where the storm water features are located on the property and describe the maintenance requirements. Once the infrastructure is built, review the document. If construction altered the stormwater utility layout update the appropriate information. The documents must be signed by all parties with an ownership interest in the property (include additional signature blocks and notary acknowledgement forms as necessary). Have the final document signatures notarized. Record before final occupancy is issued.

#### Recording notes:

- Do not write within the one-inch border
- Type or print legibly and in an easily readable font
- Print documents single sided and provide original copies with original signatures

When Recorded, Return to:

**City of Marysville**  
**Community Development**  
80 Columbia Ave  
Marysville, WA 98270

**Stormwater Covenant and Easement  
(MMC 14.15.155)**

<b>DOCUMENT TITLE:</b> <i>Project Name</i> Stormwater Covenant and Easement
<b>Grantor:</b> <i>Property Owner Name</i>
<b>Grantee:</b> CITY OF MARYSVILLE, a Municipal Corporation
<b>Legal Description (abbreviated):</b>
<b>Assessor's Parcel(s):</b>
<b>Address:</b>
<b>Reference Number(s):</b>
City of Marysville Project No: City of Marysville Building Permit No:
<b>**Note**</b> The Auditor/Recorder will rely on the information provided on this form. City staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.



## Stormwater Covenant and Easement (MMC 14.15.155)

This Stormwater Covenant and Easement (the "Agreement") is executed in favor of the City of Marysville (the "City") by the undersigned owner(s) (the "Grantor") of the following described real property situated in the City of Marysville, Snohomish County, State of Washington (the "Property") (insert complete legal description):

(attach Exhibit A if necessary to fit full legal description)

WHEREAS, pursuant to Marysville Municipal Code Chapter 14.15, as may be hereafter amended, a condition of developing the Property requires that it have adequate stormwater drainage; and

WHEREAS, the Grantor has installed a private storm drainage system for the Property; and

WHEREAS, such a private storm drainage system will require ongoing maintenance as detailed in the approved Facility Maintenance Plan to ensure it operates as designed;

WHEREAS, the private storm drainage system includes the following specified drainage control facilities, which are documented in the drainage control plan drawing(s), as amended by record drawing(s) on file with the City of Marysville. The following runoff treatment or flow control facilities are onsite:

	Detention or Infiltration Pond		BMP T8.20 Sand Filter vault
	Detention or Infiltration Vault		BMP T8.30 Linear Sand Filter
	BMP T5.15 Permeable Pavements		BMP T8.40 Media Filter Drain
	Detention Tank/Pipes		BMP T9.10 Basic Biofiltration Swale
	BMP T5.16 Tree Retention and Tree Planting		BMP T9.20 Wet Biofiltration Swale
	BMP T5.17 Vegetated Roofs		BMP T9.30 Continuous Inflow biofiltration Swale
	BMP T5.20 Rainwater Harvesting		BMP T9.40 Basic Filter Strip
	BMP T5.30 Full Dispersion area		BMP T10.10 Wetponds-Basic and Large
	BMP T6.10 Presettling Basin		BMP T10.20 Wetvaults
	BMP T7.10 Infiltration Basins		BMP T10.30 Stormwater Treatment Wetlands
	BMP T7.20 Infiltration trenches		BMP T10.40 Combined Detention and Wetpool Facilities
	BMP T7.30 Bioretention Cells, Swales and Planter Boxes		BMP T11.10 API (Baffle type) Separator bay
	BMP T7.40: Compost-amended Vegetated Filter Strips (CAVFS)		BMP T11.11 Coalescing Plate (CP) Separator Bay

	BMP T8.10 Basic Sand Filter basin	Ecology approved Emerging Technology Manufacturer: Device Name:
	BMP T8.11 Large Sand Filter basin	

Now, therefore, the Grantor, on behalf of Grantor and Grantor’s heirs, successors, and assigns, agrees to the following and hereby creates a covenant running with the land that shall be binding upon all parties and their heirs, successors, and assigns forever:

- (1) The Grantor, on behalf of the Grantor and the Grantor’s heirs, successors, and assigns, agrees to and shall:
  - (a) inspect and maintain the above described drainage control facilities in accordance with the provisions of Marysville Municipal Code (MMC) Title 14, the approved Facility Maintenance Plan (attached hereto as Exhibit B and incorporated by this reference), and any other provisions applicable to the facilities, as now and hereafter in effect;
  - (b) implement the terms of the drainage control plan required for development; and
  - (c) inform all future purchasers, heirs, successors, and assigns of the existence of the drainage control facilities and other elements of the drainage control plan and the limitations of the drainage control facilities.
  
- (2) The Grantor, on behalf of the Grantor and the Grantor’s heirs, successors, and assigns, hereby grants permission for authorized representatives of the City of Marysville to enter onto the Property for inspection, monitoring, correction, or abatement of conditions related to the Property’s drainage control plan, drainage control facilities, MMC Title 14, or any other MMC provision applicable to drainage control, as now and hereafter in effect.
  
- (3) If the private storm drainage system is not maintained in accordance with the approved or record drawing design, the Grantor, on behalf of the Grantor and the Grantor’s heirs, successors, and assigns grants the City the right to inspect and repair the system and assess reasonable costs for the work that may be charged against the Property, the Property owner, or any beneficiary.
  
- (4) The Grantor, on behalf of the Grantor and the Grantor’s heirs, successors, and assigns:
  - (a) Agrees and acknowledges that the City is not responsible for the adequacy or performance of the drainage control plan or the drainage control facilities;
  - (b) Agrees to accept any and all risks of harm, loss, injury, or damage related to the drainage control plan or the drainage control facilities; and
  - (c) Hereby waives any right to assert any and all present and future claims against the City, whether known or unknown, for any harm, loss, injury, or damage occurring either on or off the Property, related to the drainage control plan, the drainage control facilities, or drainage

or erosion on the Property, except only for such harm, loss, injury, or damage that directly results from the sole negligence of the City.

- (5) This Agreement shall be recorded in the real estate records of the Auditor's Office of Snohomish County, Washington. If any provision of this Agreement is held invalid, the remainder of the Agreement is not affected.
- (6) The obligations of the Grantor and each of the Grantor's heirs, successors, and assigns under this Agreement shall terminate when that person sells, devises, or transfers the Property, or his or her interest therein, unless the obligation arises out of a claim of negligence or intentional act of that person.

Now, therefore, to this end, the Grantor, on behalf of the Grantor and the Grantor's heirs, successors, and assigns, hereby grants a perpetual easement to the City of Marysville and its authorized representatives to enter the Property, inspect the private storm drainage system, and make necessary repairs, with any expenses incurred being chargeable against the Property, the Property owner, and any beneficiary.

By: \_\_\_\_\_ Date: \_\_\_\_\_

Type signer's name here, Type signer's title or affiliation

Type company name here

Type address here

Type City, State, Zip here

By: \_\_\_\_\_ Date: \_\_\_\_\_

Type signer's name here, Type signer's title or affiliation

Type company name here

Type address here

Type City, State, Zip here

**ACKNOWLEDGEMENT**

(Individual)

STATE OF WASHINGTON        )  
  )ss.  
COUNTY OF SNOHOMISH     )

I certify that I know or have satisfactory evidence that \_\_\_\_\_  
\_\_\_\_\_ is the person who appeared before me, and said person  
acknowledged that he/she signed this instrument and acknowledged it to be his/her free and voluntary  
act for the uses and purposes mentioned in the instrument.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
\_\_\_\_\_

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of  
Washington, residing at \_\_\_\_\_  
My commission expires \_\_\_\_\_

(Entity)

STATE OF WASHINGTON        )  
  )ss.  
COUNTY OF SNOHOMISH     )

I certify that I know or have satisfactory evidence that \_\_\_\_\_  
\_\_\_\_\_ is the person who appeared before me, and said person  
acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute  
the instrument and acknowledged it as the \_\_\_\_\_  
of \_\_\_\_\_ to be the free and voluntary act of such party for the uses  
and purposes mentioned in the instrument.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
\_\_\_\_\_

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of

Washington, residing at \_\_\_\_\_

My commission expires \_\_\_\_\_

**ACKNOWLEDGEMENT**

(Individual)

STATE OF WASHINGTON        )  
  )ss.  
COUNTY OF SNOHOMISH    )

I certify that I know or have satisfactory evidence that \_\_\_\_\_  
\_\_\_\_\_ is the person who appeared before me, and said person  
acknowledged that he/she signed this instrument and acknowledged it to be his/her free and voluntary  
act for the uses and purposes mentioned in the instrument.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
\_\_\_\_\_

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of

Washington, residing at \_\_\_\_\_

My commission expires \_\_\_\_\_

(Entity)

STATE OF WASHINGTON        )  
  )ss.  
COUNTY OF SNOHOMISH    )

I certify that I know or have satisfactory evidence that \_\_\_\_\_  
\_\_\_\_\_ is the person who appeared before me, and said person  
acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute  
the instrument and acknowledged it as the \_\_\_\_\_  
of \_\_\_\_\_ to be the free and voluntary act of such party for the uses  
and purposes mentioned in the instrument.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
\_\_\_\_\_

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of

Washington, residing at \_\_\_\_\_

My commission expires \_\_\_\_\_

**EXHIBIT A**

**LEGAL DESCRIPTION**

(Insert complete legal description):

Situated in the City of Marysville, County of Snohomish, State of Washington.



**EXHIBIT B**

**FACILITIES MAINTENANCE PLAN**



**MARYSVILLE**  
PUBLIC WORKS

## MEMORANDUM

TO: Chris Holland – Planning Manager

FROM: Jesse Hannahs, P.E. – Traffic Engineering Manager

DATE: April 28, 2022

SUBJECT: PA 22-004 – Marysville Corporate Center

I have reviewed the Marysville Corporate Center Pre-application for the proposed development of 58 acres of industrial zoned property within the MIC area and have the following comments:

- 1) Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.
  - a. Traffic Impact Fee (TIF) calculation improvements upon site to be constructed by development shall be allowed for credit against Traffic Impact Fees up to the maximum amount of development TIF.
    - i. Projects included within TIF calculation upon development frontage are:
      1. 156<sup>th</sup> ST NE (Smokey Point Blvd. to 51<sup>st</sup> Ave NE)
      2. Intersection of 156<sup>th</sup> St NE & 47<sup>th</sup> Ave NE
      3. Intersection of 152<sup>nd</sup> St NE & 47<sup>th</sup> Ave NE
    - ii. Projects included within TIF calculations near development are:
      1. 51<sup>st</sup> Ave NE (88<sup>th</sup> St NE to north City Limits)
      2. 152<sup>nd</sup> ST NE (51<sup>st</sup> Ave NE to east City limits)
      3. Intersection of 156<sup>th</sup> ST NE/152<sup>nd</sup> St NE & 51<sup>st</sup> Ave NE
- 2) A Traffic Impact Analysis (TIA) will be required.
  - a. This would include, for City approval, development of trip generation/distribution followed after City review/approval by identification of impacts and, where required, mitigation approaches.
  - b. TIA should follow City guidelines to be provided.
    - i. 2025 Opening Day network should assume existing 2022 roadway network.
    - ii. 2031 Horizon Year network shall assume completion of reasonably assumed funded projects and completion of projects included as part of the TIF calculation.
      1. Development mitigation required projects not part of TIF calculation should not be assumed as completed.
        - a. Remove signalization of 51<sup>st</sup> Ave NE & 132<sup>nd</sup> ST NE from assumed completed projects as signalization is not part of TIF calculation and is only determined as mitigation at a threshold level of a large development.

(360) 363-8100

Public Works  
80 Columbia Avenue  
Marysville, WA 98270

- i. Only widening of 51<sup>st</sup> Ave NE is part of TIF calculation at intersection.
      - 2. 152<sup>nd</sup> ST NE widening:
        - a. Remove signalization of 152<sup>nd</sup> ST NE & 67<sup>th</sup> Ave NE intersection as to City's knowledge county does not have a designated project determined at this location.
        - b. 152<sup>nd</sup> St NE b/t Smokey Point Blvd. and 47<sup>th</sup> Ave NE is not planned as a 5 lane roadway but as a 3 lane roadway.
          - i. Widening of 152<sup>nd</sup> ST NE is not part of TIF calculation.
          - ii. Only signalization of intersection of 152<sup>nd</sup> St NE & 47<sup>th</sup> Ave NE is part of TIF calculation.
      - 3. 152<sup>nd</sup> St NE extension east of 67<sup>th</sup> Ave NE is not part of TIF calculation and is a long range project with significant planning remaining.
        - a. Additionally, project is located entirely in County and not within City control.
      - c. Trip Distribution shall be based upon Comprehensive Plan Traffic Model trip distributions as depicted in distribution maps to be provided.
        - i. Intersections for Evaluation based upon trip distribution:
          - 1. The following intersections shall be added to evaluation list:
            - a. 51<sup>st</sup> Ave NE & 122<sup>nd</sup> ST NE
- 3) New roadway construction and frontage improvements to existing roadway shall be required per Comp Plan.
  - a. 156<sup>th</sup> ST NE:
    - i. Five lane principle arterial with multi-use paths, landscape strips and street lighting.
    - ii. Signal or Roundabout to be considered at intersection of 156<sup>th</sup> ST NE & 47<sup>th</sup> Ave NE.
  - b. 160<sup>th</sup> ST NE (Smokey Point Blvd. to 51<sup>st</sup> Ave NE)
    - i. East of 39<sup>th</sup> Ave NE - Three lane minor arterial with two-way left turn lane, 12' multi-use trail on both sides, landscape strips and street lighting.
    - ii. Minimum half street frontage improvements should be required along northern property line.
  - c. 47<sup>th</sup> Ave NE (152<sup>nd</sup> ST NE to 166<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.
    - ii. Minimum of half street frontage improvements should be required along east property line.
- 4) Per EDDS 3-301, access management standards shall apply.
  - a. One access to arterials only per 500' of frontage.
  - b. Spacing of accesses shall be per EDDS.
  - c. Access shall be provided to lower volume roadway.
- 5) Per EDDS 3-506, street lighting will be required.

- a. Street lighting upon 156<sup>th</sup> ST NE shall be City owned decorative street lighting to match existing installed to the west.
    - i. See Standard Plan attached.
    - ii. Design shall consist of full public street lighting plan set with specification of materials.
      - 1. For City traffic division special provisions, contact Traffic Engineering Manager at [jhannahs@marysvillewa.gov](mailto:jhannahs@marysvillewa.gov)
  - b. 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.
- 6) Signing and Channelization Plans shall be required as part of Civil Construction plans.



## MEMORANDUM

FROM: Jesse Hannahs, P.E. – Traffic Engineering Manager

DATE: December 22, 2021

SUBJECT: City of Marysville - Traffic Impact Analysis Guidelines

All major new developments within City boundaries will require a Traffic Impact Analysis (TIA). Developments generating trips greater than defined Impact Thresholds shall have a TIA prepared to analyze impacts to the transportation system and to identify appropriate mitigation measures, if necessary.

### **Purpose of TIA:**

The required Traffic Impact Analysis (TIA) has the following purposes:

1. Ensure that City policy for the provision of safe and adequate access and allocation of responsibility for immediate or future road improvements necessitated by new development is fairly and consistently applied to all developments.
2. Establish impact on road system capacity.
3. Establish impact on specific level of service deficiencies.
4. Establish impact on specific inadequate road condition locations.
5. Establish and/or evaluate access and transportation system circulation requirements.
6. Establish impact on other jurisdictions' roadway system.
  - a. The City has an inter-local agreement (ILA) with Snohomish County which sets standards and requirements for City development TIA's to satisfy county data and analysis requirements.
  - b. WSDOT and/or surrounding jurisdictions such as Cities of Lake Stevens and Arlington may be provided information relevant to their roadway systems for review.
7. Establish transportation demand management measures including:
  - a. Establish pipeline trip values for development projects at key City intersections.
  - b. Identify locations which need to be addressed within the City six (6) year TIP and GMA concurrency horizon.
  - c. Establish if there is a project nexus for improvements.

**Definitions:**

- *Major New Developments* are defined as any development generating ten (10) or more trips (total of entering and existing) during the p.m. peak hour or other hours as defined by the City.
  - Developments generating less than ten (10) or more trips (total of entering and existing) during the p.m. peak hour or other hours as defined by the City shall perform trip generation only unless TIA scoping deems distribution and analysis necessary, such as proximity to other jurisdictions, known inadequate roadway condition, etc.
- *Impact* is defined as any intersection including site access driveways in which the development generates ten (10) or more trips during the designated peak hour in the horizon year or as defined within TIA scoping.
- *Opening Year* is defined as the anticipated year in which the development will be complete and open to the public.
- *Horizon Year* is defined as the future forecast year at which the future conditions without the proposed development and compared to future conditions with the proposed development in order to determine the impacts of the proposed development on levels of service and capacity. The horizon year for each phase of the development shall be six (6) years from anticipated opening/completion of the development.
- *Mitigation Measures* are defined as any combination of street improvements or reduction of development size which reduces the number of trips generated by the development at an impacted intersection below the impact threshold values in Table 1.
- *Level of Service* are defined by the current version of the Highway Capacity Manual and are shown in Table 2.

TABLE 1: INTERSECTION ANALYSIS IMPACT THRESHOLDS

<b>SR529/State Avenue/Smokey Point Blvd. Corridor</b>		<b>Threshold for intersection Analysis/LOS Criteria</b>
Site Generated Traffic		25 vehicles transversing through intersection during any defined peak hour
Minimum Level of Service	Signalized, Roundabout or Stop Controlled Intersection	E (mitigated)
<b>State Route 528 (4<sup>th</sup> Street/64<sup>th</sup> Street NE</b>		<b>Threshold for intersection Analysis/LOS Criteria</b>
Site Generated Traffic		25 vehicles transversing through intersection during any defined peak hour
Minimum Level of Service	Signalized, Roundabout or Stop Controlled Intersection	E (mitigated)
<b>State Route 531 (172<sup>nd</sup> St NE)*</b>		<b>Threshold for intersection Analysis/LOS Criteria</b>
Site Generated Traffic		25 vehicles transversing through intersection during any defined peak hour
Minimum Level of Service	Signalized, Roundabout or Stop Controlled Intersection	D
<b>All other intersections of two arterial/arterial or functionally classified streets on signalized/roundabout intersections</b>		<b>Threshold for intersection Analysis/LOS Criteria</b>
Site Generated Traffic		25 vehicles transversing through intersection during any defined peak hour
Minimum Level of Service	Signalized, Roundabout or Stop Controlled Intersection	D

\* = WSDOT intersections which prior to a development submittal have an existing LOS failure of E, shall be required to mitigate only upon falling below a LOS E, such as the historical case for the intersection of SR 531 (172<sup>nd</sup> St NE) & 27<sup>th</sup> Ave NE.

Exceptions to Intersection Analysis Impact Thresholds for developments meeting the following criteria:

- 1) Development having a total net building square footage of greater than 1 million square feet and/or
- 2) Any peak hour required for analysis having greater than 1000 development generated trips after determination of any acceptable trip reductions.
- 3) Developments meeting these criteria may be allowed to utilize the following to determine intersections for Intersection Analysis:
  - a) Intersections greater than 3 miles from development boundary as measured upon roadways (not straight line) may utilize a Intersection Analysis Impact threshold of:
    - i) 50 Development generated trips for each analysis periods required, unless

- (1) If greater than 50% of the intersection trips are turning rather than through trips, an intersection between 25 and 50 trips shall be evaluated.
- b) Intersections greater than 5 miles from development boundary as measured upon roadways (not straight line) may utilize a Intersection Analysis Impact threshold of:
  - i) 100 Development generated trips for each analysis periods required, unless
    - (1) If greater than 50% of the intersection trips are turning rather than through trips, an intersection between 50 and 100 trips shall be evaluated.
- c) Intersections in which a project is identified and included within the Traffic Impact Fee (TIF) calculation formula yet analysis beyond 3 miles from development is warranted may at the discretion of the City be excluded from Intersection Analysis.

TABLE 2: LEVEL OF SERVICE

Level of Service	Unsignalized Intersections (Average Delay per Vehicle in Seconds)	Signalized Intersections (Average Delay per Vehicle in Seconds)
A	< 10.0	< 10.0
B	10.0 – 15.0	10.0 – 20.0
C	15.0 – 25.0	20.0 – 35.0
D	25.0 – 35.0	35.0 – 55.0
E	35.0 – 50.0	55.0 – 80.0
F	> 50.0	> 80.0

**Traffic Impact Analysis (TIA) Contents:**

- Review and approval of Traffic Impact Analysis (TIA) shall be subject to meeting the criteria set forth by the City.
- The TIA shall be prepared under the direction of a Professional Civil Engineer with experience in traffic engineering and registered in the State of Washington. Final documents shall bear the seal of the responsible Professional Engineer.
- TIA review shall be a stepped process with the first step being review and approval of trip generation and distribution to evaluate “Intersection Analysis Impact Thresholds” and determine full TIA requirements.



The following outline should be used in order to facilitate review by the City:

**Existing vs. Proposed Conditions:**

- 1) Inventory Existing and Proposed Land Use
  - a) Existing Land Use
    - i) Proposed Site's Land Use
    - ii) Proposed Site's Physical Location
    - iii) Proposed Site's Physical Characteristics.
    - iv) Design constraints to proposed development.
  - b) Proposed Land Use
    - i) Change in Land Use.
    - ii) Other developments approved within the vicinity. City will provide this listing.
- 2) Inventory Existing and Planned Transportation System
  - a) Scope of Impact Analysis
    - i) Describe the location of new facilities and existing facilities impacted by increased traffic. Increased traffic is defined as ten (10) or more trips during the p.m. peak hour, unless other timeframes are required, including all intersections created by driveways serving the site, local street segments used by the development to access the collector and arterial street network and all intersections of arterial streets.
  - b) Existing Transportation System
    - i) All pertinent data in the City's possession will be supplied by the City upon request.
    - ii) All other data required for the TIA shall be provided by the applicant.
    - iii) The TIA shall address all or a combination of the following:
      - (1) Street Network by Functional Classification
      - (2) Geometrics of network and intersections
      - (3) Traffic control locations.
      - (4) Signal timing and operations
      - (5) Site access points
      - (6) Existing right of way (ROW)
      - (7) Traffic Counts
        - a) Traffic counts shall be no more than 18 months old and include peak hour factors and percentage of trucks.
      - (8) Collision data - Three (3) calendar years of data.
      - (9) Transit Service - Existing and planned facilities including bus stop locations.
      - (10) Bicycle facilities - Existing and planned.
      - (11) Pedestrian facilities - Existing and planned.

## **Trip Generation and Distribution:**

### **1) Trip Generation:**

- a) The latest version of the ITE Trip Generation Manual shall be used.
- b) Trip Generation shall be based upon “average rate” for “peak hour of adjacent street traffic”.
  - (1) Trip Generation Values:
    - a) Values for City TIF and other impact fee calculations shall be carried to one (1) figure past the decimal point.
      - (i) Examples:
        - 1. 20.657 = 20.7
        - 2. 15.146 = 15.1
      - b) Values for operational analysis should be rounded to the nearest whole number.
- c) Identify Critical Hours:
  - i) Typically p.m. peak hour.
  - ii) In conjunction with City staff, if the hours of largest impact are outside of the p.m. peak hour, other hour analysis may be required:
    - (1) A.M. Peak Hour
    - (2) Generator Peaks
    - (3) Saturday Peak
    - (4) Sunday Peak
- d) City Adopted Trip Generation Rate Policy exceptions to ITE Trip Generation Manual:
  - i) The following residential units per MMC Chapter 22A.020 definition shall generate 1.0 PM Peak Hour trips per unit:
    - (1) Accessory dwelling units
    - (2) Attached housing (triplex, Quadplex, etc.)
    - (3) Duplex
    - (4) Single-family, detached
  - ii) Apartment developments shall be per Edition 11 of the ITE Trip Generational Manual – Land Use Code 220, Multifamily housing (Low-Rise)
  - iii) Townhome developments shall be per Edition 11 of the ITE Trip Generational Manual – Land Use Code 215, Single Family Housing - Attached
  - iv) For Hotel Type developments, Business Hotel may only be utilized for proposals consistent with the ITE description for Business Hotel and use shall require:
    - (1) Occupancy rate study shall be performed consisting of:
      - a) Four (4) similar style hotels within Marysville or surrounding vicinity within the I-5 corridor of central/northern Snohomish County.
      - b) At least two (2) of study locations must be located within City of Marysville or Tulalip Tribes jurisdictional boundaries.

- v) For land uses not listed in the ITE Trip Generation Manual, the following shall be required:
  - (1) Trip generation study to include at least three (3) sites of similar type/style development in similar regions/locations.
  - (2) Comparison sites must be reviewed and approved by City staff.
  
- e) Development project proposals, in which phased development or contiguous parcel ownership are proposed or present, shall include the entire project and/or all contiguously owned parcels within the trip generation for the development project.
  - i) If only a portion of the subject property is proposed for development, trip generation shall include full buildout of the remainder of the property under current zoning.
  - ii) Or, if the proposal involves a zoning change, buildout under the proposed zoning.
- 2) Trip Distribution:
  - a) The applicant shall provide trip distribution data for approval of City staff BEFORE doing extensive TIA analysis.
  - b) Trip Distribution Maps have been developed by the City based upon the adopted City Transportation Comprehensive Plan for the highest probability development locations.
    - i) Some Developments may need to provide a hybrid trip distribution proposal utilizing multiple maps based upon proposed development location which shall be reviewed and approval by the City.
- 3) Redistribution of Existing Traffic:
  - a) Lakewood Neighborhood Area Projects:
    - i) For Horizon Year Analysis, with planned roadway network and 156<sup>th</sup> ST NE Interchange construction assumed complete existing traffic may be assumed to divert from 172<sup>nd</sup> ST NE east of 19<sup>th</sup> Ave NE (designation of 172<sup>nd</sup> St NE Interchange and south), south through Lakewood Neighborhood arterial roadways to 156<sup>th</sup> ST NE Interchange and south at rate of 25% diversion.

**Trip Reduction Policy:**

- 1) The City should be consulted on the acceptability of any proposed trip reductions or the appropriateness of a proposed ITE trip generation code BEFORE doing extensive TIA analysis.
- 2) Pass-by Trips:
  - a) Pass-by trip rates will be allowed only based on rates in the latest version of the ITE Trip Generation Manual or
  - b) those set forth based upon Snohomish County ILA (PM Peak pass-by rates) as follows:
    - i) Drive Thru Only Espresso Stands = 100%
    - ii) Daycare (located on Arterials only) = 75%
    - iii) Specialty Retail = 25%
    - iv) Health Club = 54%
    - v) Drive-In Bank = 47%
  - c) City policy based upon past precedent dating prior to 2013 allows following pass-by rates:
    - i) Automobile Sales = 25%
- 3) Diverted Link Trips will not be allowed.
- 4) Multi-use development shall be reviewed based upon Chapter 7 of the ITE Trip Generation Handbook.
  - a) Internal Capture:
    - i) May only be used for projects over 100,000 square footage of total floor space constructed at one time by a single owner conforming to criteria cited in ITE (multiple, differing land uses with applicable capture rates), or
    - ii) For projects having mixed use zoning with multiple use types.
- 5) Relocation of Existing Business:
  - a) A development project that relocates from an existing building to a new building shall not receive traffic mitigation credits if the existing building is not demolished or removed.
  - b) Credits shall be based upon the latest version of the ITE Trip Generation Manual for the demolished or removed building.

**TIA Analysis:**

- 1) Highway Capacity Manual procedures shall be used.
- 2) Opening Year of the development or each phase shall be analyzed for capacity and level of service with and without the development traffic.
- 3) Horizon Year of the development or each phase shall be analyzed for capacity and level of service with and without the development traffic.
  - a) Planned and Committed Improvements on Affected Transportation Network:
    - i) All WSDOT funded projects may be assumed to be completed in Horizon Year, however WSDOT impact fees may be required to be paid by the developer.
    - ii) All City projects contained within the Transportation impact Fee (TIF) calculation may be assumed are completed in Horizon year.
    - iii) Only funded or approved development projects may be assumed to be completed.
  - b) If Mitigation Measures are required:
    - (1) Signal/Roundabout Revisions/Construction Required:
      - a) If required mitigation of transportation impacts for any phase of the development includes new/modified intersection control or a signal/roundabout, Horizon Year conditions shall be forecast and analyzed.
    - (2) Comprehensive Plan revisions required:
      - a) If required mitigation of transportation impacts for any phase of the development requires revisions to the most current approved version of the City Comprehensive Plan, conditions shall be analyzed for the Horizon year and the currently adopted City Transportation Comprehensive Plan.
- 4) Annual Growth Rate:
  - a) When available the City will supply pipeline traffic data and a growth rate of 2% per year shall be used for operational analysis.
  - b) Where pipeline data does not exist or cannot be provided by the City, a growth rate of 3% per year shall be used.
- 5) Added impacts of Adjacent Major Developments:
  - a) Only funded or approved development projects may be used for future condition analysis to establish that a project has no adverse traffic impacts.
  - b) Pipeline data will be provided by the City in the form of available copies of applicable TIA's.
    - i) Pipeline data will consist of approved development projects distributing 25 or more trips to an arterial/arterial or signalized intersection.

- ii) PDF's, or other electronic medium, will be required of each development for inclusion into the pipeline database.
- 
- 6) Intersection Analysis Tools:
    - a) Synchro Version 10 for stop controlled and signalized intersection analysis.
    - b) Single lane roundabouts can be analyzed in Synchro, however locations on State Routes shall require analysis utilizing Sidra or other WSDOT approved software.
    - c) Multi-lane Roundabouts shall be analyzed in Sidra.
      - i) Comparison of signalized alternatives to a multi-lane roundabout shall also be performed in Sidra.
  - 7) Intersection Analysis Guidelines:
    - a) Ideal saturation flow rates greater than 1900 vehicles per hour of green per lane should not be used unless otherwise measured in the project vicinity.
    - b) Signal Timing for Analysis:
      - i) Existing timings must be used for existing conditions.
      - ii) Optimization for future conditions is accepted practice.
        - (1) Where a coordinated signal system exists or is to be implemented, optimization for future conditions must include all coordinated signals.
        - (2) Optimized cycle lengths must not create queuing that exceeds available storage lengths unless an accompanying proposal is presented to lengthen the storage length.
      - iii) Pedestrian Clearance Times:
        - (1) Minimum phase lengths for future operational analysis shall allow for adequate pedestrian crossing time per MUTCD/ITE standards.
        - (2) Left Turn Phasing:
          - a) Minimum phase lengths for future operational analysis shall allow for a minimum of 15 seconds for protected only left turns.
          - b) Minimum phase lengths for future operational analysis shall allow for a minimum of 10 seconds for protected/permitted left turns.
          - c) Lead/lag optimization shall only be allowed for coordinated systems at intersections with flashing yellow arrow (FYA) or protected only left turn phasing.
      - iv) Existing Condition Peak Hour Factors (PHF):
        - (1) Signalized intersections:
          - a) Existing PHF's by approach, or
          - b) Utilize the peak 15 minute period for the entire intersection and multiple those volumes by 4.
        - (2) Unsignalized intersections:
          - a) Approach PHF's.
      - v) Queuing:

- (1) Queuing analysis may be required in areas of known queue constraints.
- (2) Queue lengths shall be calculated at the 95<sup>th</sup> percentile.
- (3) All impacted intersections shall be analyzed.

c) Access Management Standards:

- i) City standards are summarized in EDDS Section 3-201..
- ii) On State Highways, the minimum spacing is 250 feet or as shown in Table 3, whichever is greater.

8) Identify Safety Related Constraints:

- a) Any road condition whether existing or created by a development which jeopardizes the safety of road users including pedestrians and bicyclists.
- b) Warranted left and/or right turn lanes.
- c) Sight distance deficiencies.
- d) Collision History:
  - i) Identify all collisions within past 3 calendar years.
  - ii) Safety Inadequacies:
    - (1) Collision rate of more than 1.0 collisions per million entering vehicles at an intersection.
    - (2) Collision rate of more than 10.0 collisions per million entering vehicles on a roadway segment.

### **Mitigation Measure Evaluation:**

- 1) Issues to be Considered:
  - a) Design vehicle Requirements.
  - b) New Facilities (all modes).
  - c) Geometric Modifications.
  - d) Traffic Control Modifications.
  - e) Timing of Implementation with Respect to Phases of Development.
  - f) Sight Distance Requirements.
    - i) When required by the City, sight distance analysis per City Engineering Design & Development Standards (EDDS) shall be performed.
- 2) On Site Improvements:
  - a) Improvements to streets abutting the development shall be in accordance with City ordinances and design standards.
- 3) Off Site Improvements:
  - a) All improvements shall be in accordance with City ordinances and design standards.
  - b) If a development project is assessed for a portion of a Local Improvement District that constructs a project that the traffic mitigation fees are based on, the payment of the fees shall be credited toward the development's mitigation fees.
- 4) Local Streets & Collectors:
  - a) The use of traffic control devices to reduce impacts on residential streets is encouraged within City EDDS 3-525.
  - b) Traffic calming devices should be negotiated with City staff with the goal of reducing neighborhood infiltration of development generated spillover traffic.
  - c) City policy does not allow installation of new speed humps however allows for speed tables, traffic circles, curb bulb outs, etc..
- 5) New or Modified Traffic Signals:
  - a) Signals proposed as mitigation shall meet at least one MUTCD warrant for signalization in the applicable horizon year.
  - b) Left turn phasing shall be provided for new or modified signals at all locations where left turn lanes are present or warranted.
  - c) Left run phasing shall be via flashing yellow arrow (FYA) displays unless for purposes of safety, protected only left turn phasing is required.
- 6) Turn Lanes:
  - a) Left Turn Lanes:
    - i) Warrants shall be per ASHTO 9-75 or the Harmelink source graphs.



- ii) WSDOT Design Manual Figure 910-12 shall be used for storage length calculations.
  - iii) Generally, all signalized approaches should have left turn lanes where left turns are permitted on two-way streets.
- b) Right Turn Lanes:
- i) WSDOT Design Manual Figure 910-12 should be used for right turn lanes at unsignalized intersections, ignoring the note exempting multi-lane approaches.
  - ii) Guidelines for Right Turn Treatments at Signalized Intersections published within the February 1995 ITE Journal should be used for right turn lane warrants at signalized intersections.
- 7) Internal (On Site) Transportation System:
- a) All systems shall be in accordance with City ordinances and design standards.
  - b) Consideration should be given to:
    - i) Design Vehicle Requirements:
      - (1) Turning radii.
      - (2) Vertical clearances.
    - ii) Facility Requirements (all modes)
    - iii) Traffic Control Requirements:
      - (1) Signing.
      - (2) Striping.
    - iv) Driveway Design:
      - (1) Width.
      - (2) Throat length.
    - v) Parking Requirements.
    - vi) Special Features.

**Appendices:**

- 1) Maps not contained in the body of the report.
- 2) Count data used for analysis.
- 3) Level Of Service (LOS) calculations:
  - a) Detailed summary sheet from HCS signalized is ok.
  - b) Software output must explicitly state all input and phase lengths used in the analysis.
- 4) Warrant worksheets for signals, all-way stops, protected turn phasing, right and left turn lanes, intersection sight distance, etc.
- 5) Signal progression analysis.
  - a) All input and output.

**Concurrency:**

- 1) The department shall make a concurrency determination for each development application.
- 2) The determination may change based upon revisions in the application.
- 3) Any change in the development after approval will be resubmitted to the director, and the development will be re-evaluated for concurrency purposes.
- 4) Concurrency shall expire 6-year after the date of the concurrency determination, or, in the case of approved residential subdivisions, when the approval expires or when the application is withdrawn or allowed to lapse.
- 5) If concurrency expires prior to building permit issuance, the director shall at the request of the developer consider evidence that conditions have not significantly changed and make a new concurrency determination.

**Reference Document Recommendations (Not all inclusive and in no particular order):**

- ITE Trip Generation Manual
- ITE Trip Generation Handbook
- City of Marysville Engineering Design and Development Standards (EDDS)
- City of Marysville Municipal Code
- WSDOT Standard Specifications for Road, Bridge and Municipal Construction 2012
- WSDOT Design Manual
- WSDOT Standard Plans
- MUTCD as adopted by State of Washington
- ITE Journal
- AASHTO "Green Book"
- City of Marysville Comprehensive Plan and Sub-Area Plans

- Snohomish County EDDS Chapter 30.66B – Concurrency & Roadside Impact Mitigation
- Highway Capacity Manual



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

## MEMORANDUM

Date: April 4, 2022

To: Chris Holland, Planning Manager

From: John Dorcas, Building Official

Re: Project name: Marysville Corporate Center PA22-004  
Applicant: Mackenzie  
Proposal: State Environmental Policy Act Review and Preliminary Binding Site Plan approval, subdividing approximately 56.2 acres of property into nine (9) lots and construction of approximately 725,250 SF of industrial warehouse space within ten (10) buildings. The proposed development would occur in three phases.  
Site Address: 5013 152nd Street NE & 15908 47th Avenue NE

In response to your request for review for approval of the above project. Please note the following items below to be submitted and/or verified by the applicant, prior to final plan review approval of this project. Prior to any type of grading site work, please submit a complete grading permit application with civil construction plans for review and approval.

1. Please provide electronic plans, computations and specifications, prepared by your design team. Contact our office for all applications and any checklists/handouts for “Commercial Building” permits that may assist you. Please note: Prior to submittal; please contact our office to go over your electronic application submittal requirements. This is to review your application to assure each set of plans and specifications are complete for this project.  
Note: If applicable; complete set of architectural & structural building plans, elevation details, site plan, structural calculations, geotechnical report and 2018 WA State Energy Code forms & specifications are required when applying for each specific building application for the project. All plans will be required to be submitted electronically, as part of their 1<sup>st</sup> submittal process.
2. Applicant shall comply with any and or all provisions the 2018 edition of the International Building, Mechanical, 2018 Uniform Plumbing Codes and current Washington State Amendments in which would apply to this project. NOTE: As of February 1, 2021, WA State and the City have adopted the 2018 International Codes. This overall project will be required to be designed under the 2018 IBC Chapter 16, “Structural Design Requirements” for this project area. The seismic zone criteria are to be established under the guidelines of the soils engineer and a Washington State architect and structural engineer.
3. Demolition permit/s will be required for the removal of any existing structures. See our office for applications. Please include asbestos survey reports by a licensed testing agency.
4. Please provide the below information in regards to this overall project the 2018 International Building requirements: Appears that the structures would be classified as a Commercial Occupancies Uses, under section 303.
  - This overall building structure and project will be required to be designed under IBC Chapter 16, “Structural Design Requirements” for this project area. The seismic zone criteria are to be established under the guidelines of a Washington State architect and/or Structural engineer.
  - Please provide scaled floor plans with square footage of each room, open areas and all levels throughout the building; This is so we can review general building code requirements for the next submittal meeting. This work is to be outlined on the building plans.

- **In regards to the requirements for a Geotechnical soils report;**  
 Provided a letter from each design professional; the structural engineer and architect of record, stating that they performed a site visit, including the details of this site visit. In addition, that they have reviewed the most recent soils reports and the specific soil conditions will support the type of occupancy use and construction type.  
**Geotechnical soils report is to address general information on the site.**  
 Such as: Soil classification type, surface & sub-surface conditions, drainage system to be installed, soil compaction requirements, type and size of foundation including placement location if on sloped ground, erosion control measures and final grading.
- **For the main structure, please provide the type of building materials purposed to be used and if required, what type of fire-resistance materials are purposed to be installed on structure.**
- **Construction shall comply with Chapter 5 General Building Heights and Areas, Area Modifications under section 506 and for the type of occupancy provisions outlined throughout the IBC and State Codes.**
- **Exterior walls to property lines are required to comply with International Building Code, Table 601& 602 for the type of occupancy use. This includes allowable opening under Chapter 7, section 704: Please clarify the distance to the property lines, from all areas of the buildings. Once this is determined, the exterior walls may need to be designed and constructed with fire-resistant requirements, if necessary.**
- **If mixed occupancy areas are purposed inside the buildings, they may be required to comply with IBC section 508 and Table 508.3.3 for required occupancy separations. Or use could be classified as non-separated use under section 508.3.2, with the most restrictive type of construction being proposed and constructed. However, this design would need to be submitted by a licensed design professional and apply to the purposed building.**
- **Please provide an “Exit study plan”. Per IBC, Chapter 10; exit access travel is to be measured from the most remote point within a story to the entrance to an approved exit along the natural and unobstructed path of egress travel. In addition, all exits are to be clearly marked on the plans with the type of signage and door hardware proposed. Note: Please provide a scaled floor plan with square footage of each room and all areas. Note: Our department is volunteering to meet with your design team to review floor plans prior to final application submittal.**
- **Building/s shall be accessible to all areas to persons with physical disabilities; per IBC Chapter 11, this includes the Washington State Amendments and ICC A117.1.** In addition, all door hardware shall be accessible type. This can be discussed at the Pre-Application meeting.
- **The site will require accessible parking stalls per Table 1106.1-F and section 1106.1 of the Washington State Amendments.** Parking stalls are to be located on the shortest possible accessible route of travel to an accessible entrance.
- **Accessible restroom is required per Chapter 29, Plumbing Code with Washington State Amendments.** The number of fixtures required will depend on the occupancy, and occupant load. Typically separate restrooms will be required for each sex. This will be determined during the plan review process. This information Table 29-A is to be provided on the cover sheet of the plans.
- **All Mechanical Equipment shall be screened from public view under MMC Provisions.** Please indicate how this will be achieved on your building plan, elevation submittal sheets.
- **The Fire Sprinkler system is to comply with MMC Title 14, Chapter 14.10, for Cross-connection devices required on the water supply.** Prior to final acceptance, all required backflow devices are to be tested by an independent third party testing agency.

- **All Electrical installations are to be permitted, inspected and approved through the City. The current code is NEC 2020 with WCEC Amendments.** Separate applications and plan review are required for each building, prior to issuance of a permit.
- **Electronic Deferred Submittals applications, under IBC section 107.3.4.2: Prior to any deferred plan review packages being submitted the following requirements shall be completed:**
  1. The *registered design professional* in charge of the project shall review and stamped each set of plans and specifications approved.
  2. The *registered design professional* in charge of the project shall provide a letter stating that the plans and specifications have been reviewed and that package is general conformance with the design of the building.
  3. The *registered design professional in responsible charge* shall be responsible for reviewing and coordinating submittal documents prepared by others, including phased and deferred submittal items, for compatibility with the design of the building.
  4. The deferred submittal items *shall not be installed* until the deferred submittal documents have been *approved* by the *building official*.
- **Special Inspection may be required under IBC Chapter 17 Structural Tests and Inspections.** The list of the type of inspections will be indicated in each plan review letter and/or by the architect/engineer of record. Owner to specify the registered special inspection agency prior to permit issuance.
- **Preliminary plan check and building permit fee estimates:**  
You can send me an email, requesting an estimate on the Permit Fees. You will need the following information for each building application: The total square footage of each area, in each building. The Type of Occupancy of each area, inside of each building. The overall Type of Construction of each building structure.
- **Each structure is to provide Premise identification:**  
Address to be posted visible from the street with min. 6-inch contrasting numbers per IBC 501.2.
- **Building application for plan review will be approximately 6-8 weeks for first-time plan review comments.**

We look forward to your project coming to our City!

If I may be of any further assistance, feel free to contact me at 360-363-8209 during office hours 7:30 am – 4:00 pm, Monday through Friday or [jdorcas@marysvillewa.gov](mailto:jdorcas@marysvillewa.gov) or Mike Snook at 360-363-8210 [msnook@marysvillewa.gov](mailto:msnook@marysvillewa.gov)

## Chris Holland

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**From:** Marty Wray <[mwray@arlingtonwa.gov](mailto:mwray@arlingtonwa.gov)>  
**Sent:** Monday, April 18, 2022 11:19 AM  
**To:** Chris Holland  
**Cc:** David Ryan  
**Subject:** [External!] [Potential Spam] Marysville corporate center  
**Attachments:** marysville corporate center.pptx; 0660\_001.pdf

**Importance:** Low

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Chris,

Please let this email serve as the response along with the attached scan for the Arlington Airport response to the Marysville Corporate Center proposal.

The Airport will need avigation easements from all the proposed locations in this area. As I know you are probably aware, most of the development regarding this area extends South of the Airport in direct line with the approach of the prevailing wind runway 34. Extensive air traffic will be present at this location given the proximity and distance from the Airport.

Mechanical equipment like air conditioning and venting will have potential effect on air traffic on approach.

Regards,

**Marty D. Wray C.M. A.C.E**

Operations Manager  
Arlington Municipal Airport  
18204 59<sup>th</sup> Dr. NE, Ste A,  
Arlington WA 98223  
Desk 360-403-3477  
[mwray@arlingtonwa.gov](mailto:mwray@arlingtonwa.gov)

facebook



## Chris Holland

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**From:** Dhaliwal, Gurpreet <Gurpreet.Dhaliwal@co.snohomish.wa.us>  
**Sent:** Saturday, April 16, 2022 11:06 AM  
**To:** Chris Holland  
**Subject:** [External!] CORRECTIONS NEEDED – Marysville Corporate Center (PA22-004)  
**Attachments:** Generic Offer Form for All Developments Inside Cities.pdf

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

Hello,

1. The correct mitigation rate is \$157/ADT for TSA A in UGA. Please refer to [30.66B.330 Fee Schedule](#). The correct fee amount is:  $20\% \times 2,511 \text{ ADT} \times \$157 \text{ per ADT} = \mathbf{\$78,845.40}$
2. Please have the Consultant/developer complete the attached offer form and send it back to our team. Since the Consultant/developer is using Option A for mitigation fee calculations, please have them complete Part One of the form, Part Two will be completed by Marysville and Part Three will be completed by Snohomish County.

Thank you,

**Gurpreet Dhaliwal** | *Engineer II*  
[Snohomish County Public Works](#) | Traffic Operations  
3000 Rockefeller Avenue, M/S 607 | Everett, WA 98201  
425-388-3870 | [Gurpreet.Dhaliwal@snoco.org](mailto:Gurpreet.Dhaliwal@snoco.org)

Follow us on: [Facebook](#) | [Twitter](#)

NOTICE: All emails and attachments sent to and from Snohomish County are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

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-----Original Appointment-----

**From:** Chris Holland <CHolland@marysvillewa.gov>  
**Sent:** Monday, March 28, 2022 10:55 AM  
**To:** John Dorcas; Mike Snook; Ken McIntyre; Kacey Simon; Shane Whitney; Brad Zahnow; Bradley Akau; Kim Bryant; Julie Davis; Tim King; Ryan Keefe; Matthew Eyer; Brooke Ensor; Jessie Balbiani; sknutsen; Max Phan; Jesse Hannahs; [planning@arlingtonwa.gov](mailto:planning@arlingtonwa.gov); Marty Wray; [dave\\_brooks@comcast.com](mailto:dave_brooks@comcast.com); [Shane\\_Turner2@comcast.com](mailto:Shane_Turner2@comcast.com); [Jacob\\_Friedman@cable.comcast.com](mailto:Jacob_Friedman@cable.comcast.com); [mlwicklund@snopud.com](mailto:mlwicklund@snopud.com); [Robert.larson@ziplly.com](mailto:Robert.larson@ziplly.com); [Robert.nance@ziplly.com](mailto:Robert.nance@ziplly.com); Dhaliwal, Gurpreet; [cstevens@stillaguamish.com](mailto:cstevens@stillaguamish.com); [knelson@tulaliptribes-nsn.gov](mailto:knelson@tulaliptribes-nsn.gov); Todd Gray  
**Subject:** Marysville Corporate Center (PA22004)  
**When:** Monday, April 18, 2022 12:00 AM to Tuesday, April 19, 2022 12:00 AM (UTC-08:00) Pacific Time (US & Canada).  
**Where:** N/A - Request for Review

**CAUTION :** This email originated from outside of this organization. Please exercise caution with links and attachments.



# 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>Name of City in which development is located _____</p> <p>Name of Proposed Development _____</p> <p>City Project File Number (if known) _____</p> <p>Name of Applicant _____</p> <p>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>1. The applicable percentage of the County's fee: _____ %</p> <p>2. Net New Average Daily Traffic: _____ ADT</p> <p>3. The adopted County impact fee for this development: _____ \$/ADT</p> <p>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>_____ No road improvements are impacted. Hence, proportionate share amount is zero.</p> <p>_____ The following road improvements are impacted. The calculation of proportionate shares is summarized below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">List by Names/Description the Impacted County Projects (attach other pages if necessary)</th> <th style="width: 10%;">County Project ID#</th> <th style="width: 15%;">PHTs Impacting Project</th> <th style="width: 15%;">Capacity Cost per PHT</th> <th style="width: 20%;">Proportionate Share Obligation per Impacted Project</th> </tr> </thead> <tbody> <tr> <td>1. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">4. Total Proportionate Share Amount (sum of obligations for each impacted project)</td> <td>\$ _____</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 it is required and traffic study).</p>																													
<p><input type="checkbox"/> <b>Mitigation of Other Impacts if Required for Developments Generating More than 50 Peak-Hour Trips</b></p> <p>Mitigation of Impacts on Level of Service          _____ No impact or not applicable    _____ Mitigation as described in attached traffic study.</p> <p>Mitigation of Impacts on Inadequate Road Conditions          _____ No impact or not applicable    _____ Mitigation as described in attached traffic study.</p> <p>Mitigation for Impacts on Access or Circulation          _____ 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>Signature by Authorized Official of Applicant or Authorized Representative</p> <p>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 or send directly to Deb Werdal, Snohomish Co. DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201.</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 Deb Werdal, Snohomish Co. DPW Traffic Operations, 3000 Rockefeller M/S 607, Everett WA 98201. Send copy to staffer shown above.

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:

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.

Snohomish County requests that the City require additional supplemental information to adequately evaluate the proposed development's impacts.  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**

\_\_\_\_\_




## REQUEST FOR REVIEW

Community Development Department • 80 Columbia Avenue • Marysville, WA 98270  
 (360) 363-8100 • (360) 651-5099 FAX • Office Hours: Mon - Fri 7:30 AM - 4:00 PM

PROJECT INFORMATION							
<b>File Number</b>	PA22-004		<b>Date Sent</b>	03.28.22	<b>Please Return by</b>	04.18.22	
<b>Project Title</b>	Marysville Corporate Center		<b>Related File Number(s)</b>	CAR08-008, PA19-011, G19-0014 PreA20-013, PA20-058			
<b>Project Description</b>	State Environmental Policy Act Review and Preliminary Binding Site Plan approval, subdividing approximately 56.2 acres of property into nine (9) lots and construction of approximately 725,250 SF of industrial warehouse space within ten (10) buildings. The proposed development would occur in three phases.						
BACKGROUND SUMMARY							
<b>Applicant</b>	Mackenzie						
<b>Location</b>	5013 152 <sup>nd</sup> Street NE & 15908 47 <sup>th</sup> Avenue NE		<b>APNs</b>	31052800400300, 31053300100700 & 31053300100400.			
<b>Acreage (SF)</b>	56.23 acres (2,449,378 SF)		<b>Section</b>	28 33	<b>Township</b>	31N <b>Range</b> 05E	
<b>Comprehensive Plan</b>	Light Industrial	<b>Zoning</b>	LI	<b>Shoreline Environment</b>		N/A	
REVIEWING AGENCIES							
<b>Marysville</b>	<b>Local Agencies &amp; Districts</b>	<b>State &amp; Federal</b>	<b>County</b>		<b>Other</b>		
<input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> Fire District <input checked="" type="checkbox"/> LD (K. McIntyre) <input checked="" type="checkbox"/> LD (Kacey Simon) <input checked="" type="checkbox"/> LD (S. Whitney) <input checked="" type="checkbox"/> LD (Brad Zahnow) <input type="checkbox"/> Parks <input checked="" type="checkbox"/> Police <input checked="" type="checkbox"/> PW - Operations <input checked="" type="checkbox"/> PW - Water Res. <input checked="" type="checkbox"/> PW - Sanitation <input checked="" type="checkbox"/> PW - Engineering (Max Phan) <input checked="" type="checkbox"/> PW - Traffic Eng. (Jesse Hannahs)	<input checked="" type="checkbox"/> Arlington (city) <input checked="" type="checkbox"/> Arlington Airport <input checked="" type="checkbox"/> Comcast <input type="checkbox"/> Community Transit <input type="checkbox"/> Everett (city) <input type="checkbox"/> Lake Stevens (city) <input type="checkbox"/> Lake Stevens SD 4 <input type="checkbox"/> Lakewood SD 306 <input type="checkbox"/> Marysville SD 25 <input checked="" type="checkbox"/> PUD No. 1 (electric) <input checked="" type="checkbox"/> Ziplly	<input type="checkbox"/> US Army Corps of Engineers <input type="checkbox"/> BNSF <input type="checkbox"/> DAHP <input type="checkbox"/> DNR <input type="checkbox"/> DOE (Bellevue) <input type="checkbox"/> DOE (Floodplain) <input type="checkbox"/> DOE (Olympia) <input type="checkbox"/> DOE (Register) <input type="checkbox"/> DOE (Shorelands) <input type="checkbox"/> WDFW <input type="checkbox"/> WSDOT <input type="checkbox"/> WUTC	<input type="checkbox"/> Health District <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Public Works - Land Development <input type="checkbox"/> Public Works		<input type="checkbox"/> Olympic Pipeline <input type="checkbox"/> Puget Sound Energy <input checked="" type="checkbox"/> Stillaguamish Tribe <input checked="" type="checkbox"/> Tulalip Tribes <input type="checkbox"/> <input type="checkbox"/>		
PROJECT MANAGER							
<b>Name</b>	Chris Holland	<b>Title</b>	Planning Manager	<b>Phone</b>	360.363.8207	<b>E-mail</b>	<a href="mailto:cholland@marysvilewa.gov">cholland@marysvilewa.gov</a>

The City of Marysville Community Development Department is reviewing this application and encourages other affected agencies, departments, community groups and municipalities to respond. Your comments will assist the City's evaluation of this application. Furthermore, you will become a Party of Record to this case if you submit a response with your name and address. We highly recommend that you send your comments on letterhead. Without a full name and address, you will not be considered a Party of Record. You may e-mail, fax or send via regular mail your comments to this project manager listed above.

If you have no comments, please check the box below, sign and return this form to the project manager.

**NO COMMENTS** Signature:  Date: 4/11/22  
 **ATTACHED** Title: Ecologist Agency: Tulalip Tribes