

January 4, 2023

BY FEDEX

and

BY EMAIL - jlaycock@marysvillewa.gov

Jeff Laycock, Public Works Director
City of Marysville
501 Delta Ave, Suite 413
Marysville, WA 98270

Re: Marysville Corporate Center
ROADWAY IMPROVEMENT PROPOSAL

Jeff,

Per your request, let this letter serve as an informal proposal outlining our recent conversations regarding roadway improvements associated with our development application.

From the ongoing design review process, we are fully aware of our current obligations to perform specific improvements in the public right-of-way adjacent our proposed development. That said (and as we discussed), we feel as though many of those improvement requirements will result in abandoned/incomplete sections of roadway that will serve little to no purpose until the adjacent and surrounding farmlands convert to commercial development.

Alternatively, we propose that you allow us the opportunity to transfer our obligations to higher priority public infrastructure projects that could better serve the overall immediate needs of the City as well as promote more commercial development by others.

More specifically, we propose the following:

1. Allow PacTrust to **transfer** our physical and monetary obligations from the development of our proportionate share of both 160th Street NE along with 47th Ave NE (Phase 1 and Phase 2), both of which are illustrated on the attached map. In exchange, we will design, permit and construct 156th Street beyond our current property line as well as the proposed roundabout on the land to our east that the City is currently acquiring ("Long Parcel") ("156th Extension" and "Roundabout" on the attached map).
2. Additionally, we are requesting that you allow us to remove the large retaining wall on the southeast portion of our property adjacent the Long Parcel. By doing so, this accomplishes three things:
 - A. The proposed cost to construct said wall goes to offset the cost of the 156th extension and roundabout.



- B. Said wall will eventually be buried underground when the City goes to develop the Long Parcel (fill requirements).
- C. If we finish the southern edge of our property with a 2:1 slope instead of the wall, the City will be the beneficiary of us contributing to your future fill requirements and spend what would be “wasted money” on critical public infrastructure.

Below is a list of benefits from our proposal overall:

1. Significant cost savings to the City of Marysville as the result of allowing a private developer to perform the work.
2. Design work would commence immediately upon the City securing ownership of the Long Parcel. It is our intent to build **all** the proposed improvements immediately.
3. Completion of critical infrastructure elements vs. roadway improvements that will likely remain unconnected to the larger overall transportation system for years to come.
4. Advancing desired connectivity to the future on/off ramp at I-5 slated for late 2027-2029.
5. PacTrust has extensive experience in public/private infrastructure projects around the country. ***(We are more than happy to cite examples and provide references for public jurisdictions with whom we have completed past projects.)***

As I stated in our meeting back in November, we will be 100% transparent about the investment being made. As such, please find our cost breakdown attached which reflects both what we deem to be the current monetary obligations associated with our development costs, as well as what we understand to be the cost to construct the proposed extension of 156th and roundabout.

Originally, we had anticipated only transferring obligations from those right-of-way improvements along 160th. However, after further review of the 5-lane construction requirements for the 156th extension piece along with the capacity requirements for the roundabout, it was determined that we needed to also include our obligations for 47th Avenue to provide the City with something more “completed.”

We understand our half-street obligations that abut our property boundaries and are prepared to move forward pursuant to City requirements. That said, we feel that this is an incredible opportunity for a public/private partnership to construct higher priority regional improvements that benefit the entire Smokey Point area today.

As I stated, we have completed several projects (many on a much larger scale) in multiple states around the country with this same format. We are confident that not only can we perform, but that you can count on us to do what we are proposing, without question.

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We hope that this information can help facilitate the continuation of the conversation and look forward to your favorable response.

Best,

PACIFIC REALTY ASSOCIATES, L.P.



J. Benjamin Chessar
Vice President

Encls.

cc: Matthew H. Oyen

160th ST NE

47th AVE NE
(PHASE 2)

47th AVE NE
(PHASE 1)

PHASE 1

156th ST NE

156TH
EXTENSION

ROUNDBABOUT

152nd ST NE

PacTrust Current Obligations

STREET	ITEM	UNITS	QTY	UNIT COST	COST
8					
160TH ST NE (3-LANE)	FEET PAVED	LENGTH (FT)	1,220		
	12 FT CONCRETE WALK	SF	14,638	\$ 7.25	\$106,124
	13 FT LANDSCAPE	SF	15,858	\$ 7.00	\$111,004
	CURB & GUTTER	LF	1,220	\$ 30.00	\$36,595
	6" ATB	SY	1,084	\$ 51.00	\$55,299
	3 IN BASE COURSE	TON	366	\$ 50.00	\$18,297
	3" HMA	SY	1,084	\$ 29.00	\$31,444
	9 FT FILL NON PIT SOURCE	CY	17,077	\$ 7.00	\$119,542
	WATER	LF	0	\$ 195.00	\$0
	STORM	LF	1,220	\$ 130.00	\$158,577
	STREET LIGHTING/LIMITED DRY UTILITY	LF	1,220	\$ 110.00	\$134,180
	PAVEMENT MARKINGS AND SIGNAGE	LS	1	\$ 15,000.00	\$15,000
SUBTOTAL					\$786,062
SOFT COST INCLUDING DESIGN AND PERMITTING					\$98,258
CONTINGENCY					\$88,432
TOTAL COST					\$972,751

8					
47TH Ave NE PHASE 2 FRONTAGE (3-LANE)	FEET PAVED	LENGTH (FT)	665		
	12 FT CONCRETE WALK	SF	7,980	\$ 7.25	\$57,855
	13 FT LANDSCAPE	SF	8,645	\$ 7.00	\$60,515
	CURB & GUTTER	LF	665	\$ 30.00	\$19,950
	6" ATB	SY	591	\$ 51.00	\$30,147
	3 IN BASE COURSE	TON	200	\$ 50.00	\$9,975
	3" HMA	SY	591	\$ 29.00	\$17,142
	9 FT FILL NON PIT SOURCE	CY	9,310	\$ 7.00	\$65,170
	WATER	LF	0	\$ 195.00	\$0
	STORM	LF	665	\$ 130.00	\$86,450
	STREET LIGHTING/LIMITED DRY UTILITY	LF	665	\$ 230.00	\$152,950
	PAVEMENT MARKINGS AND SIGNAGE	LS	1	\$ 15,000.00	\$15,000
SUBTOTAL					\$515,154
SOFT COST INCLUDING DESIGN AND PERMITTING					\$64,394
CONTINGENCY					\$57,955
TOTAL COST					\$637,503

8					
47TH Ave NE PHASE 1 FRONTAGE (3-LANE)	FEET PAVED	LENGTH (FT)	717		
	12 FT CONCRETE WALK	SF	8,604	\$ 7.25	\$62,379
	13 FT LANDSCAPE	SF	9,321	\$ 7.00	\$65,247
	CURB & GUTTER	LF	717	\$ 30.00	\$21,510
	6" ATB	SY	637	\$ 51.00	\$32,504
	3 IN BASE COURSE	TON	215	\$ 50.00	\$10,755
	3" HMA	SY	637	\$ 29.00	\$18,483
	9 FT FILL NON PIT SOURCE	CY	10,038	\$ 7.00	\$70,266
	WATER	LF	0	\$ 195.00	\$0
	STORM	LF	717	\$ 130.00	\$93,210
	STREET LIGHTING/LIMITED DRY UTILITY	LF	717	\$ 230.00	\$164,910
	PAVEMENT MARKINGS AND SIGNAGE	LS	1	\$ 15,000.00	\$15,000
SUBTOTAL					\$554,264
SOFT COST INCLUDING DESIGN AND PERMITTING					\$69,283
CONTINGENCY					\$62,355
TOTAL COST					\$685,901

RETAINING WALL - PHASE 1					
	RETAINING WALL	SF	1,974	\$ 50.00	\$98,700
CONTINGENCY					\$9,870
TOTAL COST					\$108,570

PacTrust Total Cost

\$2,404,726

Proposed Public Improvements

STREET	ITEM	UNITS	QTY	UNIT COST	COST
	55				
156TH (5-LANE)		LENGTH (FT)	150		
	18 FT CONCRETE WALK	SF	2,700	\$ 7.25	\$19,575
	30 FT LANDSCAPE	SF	4,500	\$ 7.00	\$31,500
	CURB & GUTTER	LF	300	\$ 30.00	\$9,000
	6" ATB	SY	917	\$ 51.00	\$46,750
	3 IN BASE COURSE	TON	164	\$ 50.00	\$8,213
	3" HMA	SY	917	\$ 29.00	\$26,583
	9 FT FILL NON PIT SOURCE	CY	5,600	\$ 7.00	\$39,200
	WATER	LF	150	\$ 195.00	\$29,250
	STORM	LF	150	\$ 120.00	\$18,000
	DRY UTILITY (W/ PSE-BACKBONE)	LF	150	\$ 200.00	\$30,000
	SPECIAL NON-PUD STREET LIGHTING (5-LANE SECTION)	LF	150	\$ 375.00	\$56,250
	SANITARY SEWER	LF	460	\$ 150.00	\$69,000
	PAVEMENT MARKING AND SIGNAGE	LS	1	\$ 7,500.00	\$7,500
				SUBTOTAL	\$371,246
				SOFT COST INCLUDING DESIGN AND PERMITTING	\$55,687
				CONTINGENCY	\$42,693
TOTAL COST					\$469,626

ROUNDABOUT		LENGTH (FT)	702	@ CORNERS	
	18 FT CONC. WALK/BIKE	SF	7,558	\$ 7.25	\$54,796
	15 FT LANDSCAPE	SF	12,700	\$ 7.00	\$88,900
	CURB & GUTTER (INCL. ROLLED & SPLITTERS)	LF	2,150	\$ 30.00	\$64,500
	6" ATB	SY	3,600	\$ 51.00	\$183,600
	3 IN BASE COURSE	TON	275	\$ 50.00	\$13,769
	8 IN CONC. APRON	SF	5,400	\$ 15.00	\$81,000
	6 IN BASE COURSE - CONCRETE APRON	TON	162	\$ 50.00	\$8,100
	3" HMA	SY	3,600	\$ 29.00	\$104,400
	SPLITTER ISLAND CONCRETE INFILL	SF	7,200	\$ 7.25	\$52,200
	CENTER ISLAND	SF	3,600	\$ 12.00	\$43,200
	STROM	LF	702	\$ 130.00	\$91,260
	DRY UTILITY (W/ PSE-BACKBONE)	LF	702	\$ 200.00	\$140,300
	SPECIAL NON-PUD STREET LIGHTING (5-LANE SECTION)	LF	702	\$ 375.00	\$263,063
	9 FT FILL NON PIT SOURCE	CY	27,074	\$ 7.50	\$203,053
	SANITARY	LF	702	\$ 150.00	\$105,225
	WATER	LF	700	\$ 195.00	\$136,500
	PAVEMENT MARKING AND SIGNAGE	LS	1	\$ 25,000.00	\$25,000
				SUBTOTAL	\$1,658,864
				SOFT COST INCLUDING DESIGN AND PERMITTING	\$290,301
				CONTINGENCY	\$194,917
TOTAL COST					\$2,144,082

Proposed Total Cost **\$2,613,708**