

## Marysville City Council Work Session

City Hall

February 20, 2007

**Executive Session:** 6:00 p.m.

1. Potential Litigation.

### Adjourn

**Call to Order** 7:00 p.m.

**Pledge of Allegiance**  
**Roll Call**  
**Committee Reports**  
**Presentations**

### Discussion Items

**Approval of Minutes** (*Written Comment Only Accepted from Audience.*)

1. Approval of February 12, 2007 City Council Meeting Minutes.
2. Approval of February 20, 2007 City Council Work Session Minutes.

### Consent

3. Approval of February 14, 2007 Claims.
4. Approval of February 21, 2007 Claims.
5. Approval of February 20, 2007 Payroll.
6. Authorize Mayor to Sign the Visitor & Community Information Center Services Agreement with Greater Marysville Tulalip Chamber of Commerce.
7. Authorize Mayor to Sign the Interlocal Agreement between Snohomish County and the City of Marysville for Traffic Signal and Street Light Maintenance.
8. Authorize Mayor to Sign Amendment IV to Intergovernmental Agreement with Snohomish County to Furnish Fleet Management Services.
9. Approval of IT Staffing Classification and Compensation Proposal for Application Specialist/Programmer, Computer Support Technician I, and Computer Support Technician II Positions.
10. Authorize Mayor to Sign Snohomish County Human Services Grant Contract for Senior Services Project Program Grant Renewal.

### Review Bids

*Work Sessions are for City Council study and orientation – Public Input will be received at the February 26, 2007 City Council meeting.*

**Public Hearings**

**Current Business**

11. Planning Commission Recommendation for Comprehensive Plan Amendment Adopting a Subarea Plan for the East Sunnyside/Whiskey Ridge Area, Development Regulations and Areawide Rezone of the Subarea; PA06086.

**New Business**

12. Golf Course Agreement; Golf Cart Marketing.
13. Professional Services Agreement with RH2 for Design Services on Lake Goodwin Well Site Improvements Project.
14. Planning Commission Recommendation to Approve Comprehensive Plan Amendment Updating Capital Facility Plan Element for Marysville, Lakewood, and Lake Stevens School District.

**Legal**

**Ordinance and Resolutions**

**Mayor's Business**

**Staff Business**

**Call on Councilmembers**

**Information Items**

15. Park Board Advisory Meeting Minutes; January 17, 2007.

**Adjourn**

**Executive Session**

- A. Litigation
- B. Personnel
- C. Real Estate

**Adjourn**

**Special Accommodations:** The City of Marysville strives to provide accessible meetings for people with disabilities. Please contact Kristie Guy, Human Resources Manager, at (360) 363-8000 or 1-800-833-6384 (Voice Relay), 1-800-833-6388 (TDD Relay) two days prior to the meeting date if any special accommodations are needed for this meeting.

*Work Sessions are for City Council study and orientation – Public Input will be received at the February 26, 2007 City Council meeting.*

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: February 26, 2007**

AGENDA ITEM: Visitor and Community Information Center Services Agreement	AGENDA SECTION:	
PREPARED BY: Sandy Langdon, Finance Director	AGENDA NUMBER:	
ATTACHMENTS: Proposed Agreement	APPROVED BY: <div style="display: flex; justify-content: space-around; align-items: center;"> <span data-bbox="1036 682 1209 741">MAYOR <i>OZK</i></span> <span data-bbox="1214 682 1339 741">CAO <i>MS</i></span> </div>	
BUDGET CODE:	AMOUNT:	

The City of Marysville has contracted with The Greater Marysville Tulalip Chamber of Commerce for visitor and community information services for the past two years. The latest contract expired December 31, 2006 and both the City and the Chamber wish to renew this agreement.

The City of Marysville together with the Greater Marysville Tulalip Chamber of Commerce and the Tulalip Tribes have worked together on a joint efforts to foster economic growth in our community.

Discussion between the City and Chamber regarding the renewal of this agreement as led to a request to increase the agreement amount from \$24,000 to \$31,000.

RECOMMENDED ACTION: Authorize the Mayor to sign the Visitor and Community Information Center Services Agreement with the Greater Marysville Tulalip Chamber of Commerce and City of Marysville.
COUNCIL ACTION:

VISITOR & COMMUNITY INFORMATION CENTER  
SERVICES AGREEMENT

THE GREATER MARYSVILLE TULALIP CHAMBER OF COMMERCE  
& CITY OF MARYSVILLE

The CITY OF MARYSVILLE, a first-class municipal corporation of the State of Washington (hereinafter the "City"), with offices located at City Hall, 1049 State Avenue, Marysville, Washington, 98270, and THE GREATER MARYSVILLE TULALIP CHAMBER OF COMMERCE, 8825 34<sup>th</sup> Avenue NE, Suite C, Marysville, Washington, 98271 (hereinafter the "Contractor"), in consideration of the mutual covenants herein, do hereby agree as follows:

- I. PURPOSE: This Agreement covers the partial funding of a Visitor & Community Information Center which is a joint economic development project of The Greater Marysville Tulalip Chamber of Commerce, the City of Marysville and the Tulalip Tribes.
- II. TERM OF AGREEMENT: Notwithstanding the date of execution hereof, this Agreement shall be in effect from January 1, 2007 to December 31, 2007, both dates inclusive.
- III. LIAISON: The City's officer responsible for this Agreement is Mary Swenson, the Chief Administrative Officer. The Contractor's responsible person is Caldie Rogers, the President/CEO.
- IV. SCOPE OF WORK: See Exhibit "A" attached and incorporated herein by this reference.
- V. PAYMENT: Contractor shall be paid \$31,000.00 per year payable in the first quarter of 2006.
- VI. EXTRA WORK AND CHANGE ORDERS: Work in addition to, or different from, that provided for in the Scope of Work section, shall only be allowed by prior authorization in writing, as a modification to this Agreement. Such modifications shall be attached hereto and made a part hereof, and shall be approved in the same manner as this Agreement.
- VII. LIABILITY AND INSURANCE: The Contractor agrees to defend the City, hold it harmless, and indemnify it as to all claims, suits, costs, fees and liability arising out of the acts or work of the Contractor, its employees, subcontractors, or agents (including field work) pursuant to this Agreement, where such liability is incurred as a result of the actions or omissions of such parties. Contractor will obtain and maintain in force at least the following minimum insurance coverage covering all activity under this Agreement, and as to which the City shall be named as additional insured:

A. Workers Compensation	Statutory Amount
B. Broad Form comprehensive General Liability	\$1,000,000










**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: February 26, 2007**

<b>AGENDA ITEM:</b> Interlocal Agreement Between Snohomish County and the City of Marysville for Traffic Signal and Street Light Maintenance	<b>AGENDA SECTION:</b> Consent	
<b>PREPARED BY:</b> Jeff Massie, Assistant City Engineer	<b>AGENDA NUMBER:</b>	
<b>ATTACHMENTS:</b> <ul style="list-style-type: none"> <li>• Interlocal Agreement Between Snohomish County and the City of Marysville for Traffic Signal and Street Light Maintenance</li> </ul>	<b>APPROVED BY:</b> 	
	<b>MAYOR</b> 	<b>CAO</b> 
<b>BUDGET CODE:</b> 10111230.541000	<b>AMOUNT:</b> TBD	

The existing interlocal agreement, executed on June 7, 2000, has recently expired with Snohomish County which allowed County Public Works staff to provide Marysville with traffic signal and street light maintenance and operations services. This new interlocal will allow the City to request the County to continue to provide these services on an as-needed basis for a period of six more years.

In the event of emergency situations, or at times when Marysville's Senior Traffic Control System Technician is unavailable, the City desires the services of Snohomish County's Traffic Operations personnel and equipment to assist the City with signal and street light maintenance and operations. The County can provide to the City the service of traffic signal control technicians who possess the same certifications as our Senior Traffic Control System Technician, specifically journeyman electrician licensure and Level 2 and 3 International Municipal Signal Association (IMSA) certifications.

Although Marysville's Traffic Control System Technician does possess a Level 1 IMSA certification, additional experience is needed to obtain the Level 2 and 3 IMSA certifications necessary to effectively maintain and operate the City's growing inventory of traffic signal control systems and street lights. Additionally the Traffic Control System Technician has other existing non-signal related responsibilities including pavement marking and street sign installation and maintenance.

<b>RECOMMENDED ACTION:</b> Staff recommends the City Council authorize the Mayor to sign the Interlocal Agreement Between Snohomish County and the City of Marysville for Traffic Signal and Street Light Maintenance.
<b>COUNCIL ACTION:</b>



AFTER RECORDING RETURN TO:  
BARBARA SIKORSKI  
SNOHOMISH COUNTY COUNCIL  
3000 ROCKEFELLER AVENUE MS 609  
EVERETT, WA 98201

**COPY**

**Parties:** City of Marysville and Snohomish County  
**Tax Account No.:** Not Applicable  
**Legal Description:** Not Applicable  
**Reference No. of Documents Affected:** Not Applicable  
**Filed with the Auditor pursuant to RCW 39.34.040**  
**Document Title:**

**INTERLOCAL AGREEMENT  
Between  
SNOHOMISH COUNTY and THE CITY OF MARYSVILLE  
FOR TRAFFIC SIGNAL AND STREET LIGHT MAINTENANCE**

THIS AGREEMENT is made and entered into by and between SNOHOMISH COUNTY, a political subdivision of the State of Washington, hereinafter referred to as "**COUNTY**" and the CITY OF MARYSVILLE, a municipal corporation of the State of Washington, hereinafter referred to as "**CITY**" for the purpose of providing traffic signal and street light maintenance services.

WHEREAS, the **CITY's** geographical boundaries lie within the **COUNTY**; and

WHEREAS, the **CITY** possesses the power, legal authority and responsibility to maintain traffic signals and street lights within its boundaries; and

WHEREAS, the **COUNTY**, through the Snohomish County Department of Public Works, provides traffic signal and street light maintenance services within unincorporated portions of Snohomish County and also possesses the ability to provide those services into the geographical area of the **CITY**; and

WHEREAS, the **CITY** desires to enter into an agreement with the **COUNTY** whereby the **COUNTY** will perform traffic signal and street light maintenance services within the boundaries of the **CITY**; and

Interlocal Agreement Between SNOHOMISH COUNTY  
and the CITY OF MARYSVILLE for Traffic Signal and  
Street Light Maintenance

Marysville signalmaintILA2 final 1-07.doc  
JGL / 1/22/2007

WHEREAS, the **COUNTY** is agreeable to rendering such services on the terms and conditions contained in the following Interlocal Agreement, hereinafter referred to as the "Agreement"; and

WHEREAS, such agreement is entered into under the Interlocal Cooperation Act, Chapter 39.34 RCW, RCW 36.75.207 and RCW 35.77.020-.040;

NOW, THEREFORE, IT IS AGREED as follows:

**1. Scope of Agreement**

- A. The **COUNTY** agrees to perform for the **CITY** any and all functions specified below relating to traffic signal and street light maintenance services, subject to the availability of sufficient personnel, equipment and materials to perform the requested work without unduly disrupting the normal operation and functions of the **COUNTY**.
- B. For the purpose of this Agreement, "traffic signal maintenance services" shall be limited to the following activities, not subject to mandatory competitive bidding, as determined by the **CITY**:

Routine Maintenance, Re-lamp, On-Call Emergency Response, Materials, and Signal Engineering as requested by the **CITY** and described in detail in Exhibit A, attached and incorporated by reference into this Agreement.

- C. For the purpose of this Agreement, "street light maintenance services" shall be limited to the following activities, not subject to mandatory competitive bidding, as determined by the **CITY**:

Routine Maintenance, Electrical Repair, and Materials, as described in detail in Exhibit A, attached and incorporated reference into this Agreement.

- D. For the purpose of this Agreement, "traffic signal maintenance services" and "street light maintenance services" are collectively referred to as "Services."
- E. The **COUNTY** Public Works Director and/or the **COUNTY** Engineer, acting as the administrators of this Agreement, and **CITY** Director of Public Works are authorized to act on behalf of the **COUNTY** and **CITY** respectively, and shall develop working procedures associated with any of the activities comprising Services. No separate legal or administrative entity is created under this Agreement.

- F. Nothing herein contained shall be construed as in any way divesting the **CITY** of any of its powers with respect to the supervision, management, and control of streets within its boundaries.
- G. By entering into this Agreement, the parties intend to have the **COUNTY** provide Services to the **CITY**. The **COUNTY** does not intend to assume, nor does the **CITY** expect the **COUNTY** to gain, any greater responsibility and/or liability than it would normally have imposed upon it by law for the performance of traffic signal and street light maintenance services generally for the citizens of unincorporated Snohomish County.
- H. The **COUNTY** is acting as an independent contractor so that control of personnel, standards of performance, discipline, and all other aspects of performance shall be governed entirely by the **COUNTY**.

## **2. Performance of Traffic Signal and Street Light Maintenance Services**

- A. For the purpose of performing Services under this Agreement, the **COUNTY** shall furnish and supply all necessary labor, supervision, machinery, equipment, materials, and supplies except to the extent labor, supervision, machinery, equipment, and/or materials are supplied by the **CITY** as agreed to by the **COUNTY** in writing. In addition, the **COUNTY** will perform material sampling and equipment testing. Both parties agree that they and their officers and agents shall cooperate in the carrying out of said functions and that the **COUNTY** shall have full authority, possession and necessary control of the work with the full assistance when necessary from the police of the **CITY**.
- B. For the purpose of facilitating the performance of the Services under this Agreement, it is hereby agreed that the **CITY**, upon reasonable request in writing by the **COUNTY** or its duly authorized representative, will allow the temporary closing to traffic of all streets, or portions thereof, necessary to be closed before any work is commenced thereon. The **CITY** will be responsible for furnishing the materials and labor needed to temporarily close a street or streets while maintenance is being performed.
- C. The Services provided by the **COUNTY** under this Agreement shall be pursued with care and diligence to **COUNTY** standards. The **COUNTY** will make efforts to accommodate pertinent schedules of the **CITY**. The **COUNTY** shall notify in writing the **CITY** of any hardship or other inability to perform under this Agreement,

including postponement of requested work due to priority given the normal workload of COUNTY personnel.

### 3. Work Order Requests

Requests for work which is not included in the Services set out in Exhibit A shall be processed through work order requests.

- A. If the **CITY** desires that the **COUNTY** perform any work on its signal and street lighting system beyond the Services identified in Exhibit A, then the **CITY** shall direct a work order request to the **COUNTY** Public Works' Transportation and Environmental Services Director, on forms provided by the **COUNTY**. These work order requests shall adequately describe the work to be performed and indicate a desired completion date. The **COUNTY** may require the **CITY** to prepare a road plan and profile or sketches to adequately describe the scope, intent and detail of the work.
- B. The **COUNTY** shall respond to such work order request in writing. If the **COUNTY**'s response is in the affirmative, the **COUNTY** shall include an estimate of time and costs to complete the work. Charges shall be in accordance with Section 4 of this Agreement.
- C. Upon receipt of the **COUNTY**'s estimate, the **CITY** may either issue a written notice to proceed which authorizes the **COUNTY** to perform the requested work or a written notice rejecting the **COUNTY**'s estimate. The issuance of a notice to proceed shall constitute a representation by the **CITY** that the schedule of charges and basis of payment are acceptable and sufficient funds are appropriated to cover the cost of the requested work. The issuance of a rejection by the **CITY** shall relieve the **COUNTY** of all obligations to perform any work identified in the work order request. If no written notice to proceed is received by the **COUNTY** from the **CITY** within twenty-one (21) days from the mailing date of the **COUNTY**'s estimate, then the **COUNTY** will treat the estimate as if it had been rejected.
- D. The scope of requested work may be amended in writing at any time with the consent of both parties.
- E. It may be necessary for the **COUNTY** to use consultants from the **COUNTY** on-call list to complete the duties described in this section.

#### 4. Basis of Payment

- A. Unless otherwise hereinafter provided, the **CITY** shall pay to the **COUNTY** Treasurer, for Services within the scope of this Agreement, the entire cost to the **COUNTY** of performing such work, including; salaries wages, and benefits of all employees engaged therein; all supervision over such employees while so employed; cost of clerical work and travel expenses, including mileage of employees; prorated departmental overhead; office supplies; materials; all other costs and incidental expenses; and depreciation on machinery and equipment.

In computing the cost of the use of machinery and equipment, the full cost to the **COUNTY** of rental machinery and equipment and any operator furnished therewith, and the **COUNTY** equipment rental rate on **COUNTY**-owned machinery and equipment shall be included.

- B. The **COUNTY** shall be reimbursed in full by the **CITY** for Services provided by the **COUNTY** in accordance with the schedule of estimated costs set forth in Exhibit C incorporated herein or as otherwise incurred in connection with approved work order requests. The estimated cost set forth in Exhibit C are as of the effective date of this Agreement. Estimated costs may be adjusted annually to reflect current labor and material charges. The **COUNTY** shall document all costs for labor, materials and equipment with its billing to the **CITY**. The **COUNTY** agrees that only those costs directly allocable to a project under accepted accounting procedures will be charged to the project.
- C. For the purpose of fixing the compensation to be paid by the **CITY** to the **COUNTY** for the services rendered, it is hereby agreed that there shall be included in each billing, to cover administrative costs, an amount not to exceed the **COUNTY** administrative rate. This rate is currently set at 15% of the total labor cost to the **COUNTY** of performing all services to the **CITY** during billing period under this Agreement. This rate may be adjusted annually to reflect changes in actual administrative costs.
- D. The **CITY** agrees to make payment on billings submitted by the **COUNTY** within thirty (30) days following receipt by the **CITY** of said billing.

#### 5. Records

- A. The **COUNTY** shall maintain accurate time and accounting records related to work under this Agreement in the same manner as prescribed for normal **COUNTY** road

projects. Such records as to any project shall be available for inspection in the COUNTY Department of Public Works for a period of three (3) years following final payment of billings for such project.

- B. The COUNTY shall keep a reasonable itemized and detailed work or job record covering the cost of all services performed including salaries, wages and other compensation for labor, supervision and planning; the rental value of all COUNTY-owned machinery and equipment; rental paid for all rented machinery and equipment together with the costs of an operator thereof and furnished with said machinery or equipment; the cost of all machinery and supplies furnished by the COUNTY; reasonable handling charges; and all additional items of expense incidental to the performance of such functions or service. The CITY shall have the right to inspect, review and copy such records at all times with reasonable notice to the COUNTY.
- C. The COUNTY shall provide to the CITY at the close of each calendar month a summary billing covering all services performed during said month.

#### 6. Facilities to be Provided by the CITY

The CITY grants to the COUNTY permission to enter CITY rights-of-way for the purposes of operating and maintaining the traffic signal system and associated lighting systems.

All electrical power billings for the operation of the traffic signals and street lighting systems will be paid by the CITY.

#### 7. Hold Harmless/Indemnification

- A. Each party hereto agrees to indemnify and hold harmless the other party, its officers, elected and appointed officials, employees, and agents from all claims, lawsuits, penalties, losses, damages or costs of any kind whatsoever to the extent such a claim arises or is caused by the indemnifying party's own negligence or that of its officers, elected or appointed officials, agents, or employees in performance of this Agreement.
- B. The parties hereby agree that, except as expressly set forth in this Agreement, the performance of services pursuant to this Agreement shall not constitute an assumption by Snohomish COUNTY of any CITY municipal obligations or responsibilities relating to the roads, streets, utilities, transportation facilities, or other elements of the projects or activities described in this Agreement. Ownership and jurisdiction of all such facilities shall remain with the CITY.

- C. The **CITY** is a member of the Washington Cities Insurance Authority (WCIA), which is a self-insured pool of over 99 municipal corporations in the State of Washington. WCIA has at least \$1 million per occurrence combined single limit of liability coverage in its self insured layer that may be applicable in the event an incident occurs that is deemed to be attributed to the negligence of the member.
- D. The **COUNTY** is self-insured with a retention level of \$1 million. Above that level the **COUNTY** has excess liability coverage.
- E. In the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the **COUNTY** and the **CITY**, its officers, employees, and volunteers, each party's liability hereunder shall be only to the extent of such party's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes both the **COUNTY's** and the **CITY's** waiver of immunity under Industrial Insurance, Title 51 RCW, solely for purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

#### **8. Commencement, Duration, and Renewal**

- A. This Agreement shall be effective upon execution by all of the parties and shall remain in effect, unless otherwise terminated as provided in section 14, for a term of six (6) years; PROVIDED that the **COUNTY's** obligations after December 31, 2007 are contingent upon local legislative appropriation of necessary funds in accordance with applicable laws and the Snohomish County Charter.
- B. This Agreement may be renewed for additional terms of six (6) years if, at or prior to its termination date, the parties agree in writing to such renewals. Any renewal must be executed with the same formalities as this document.

#### **9. Amendments**

This Agreement may be amended at any time by written agreement of the parties.

#### **10. Legal Requirements**

Each party shall comply with all applicable federal, state, and local laws, rules and regulations in performing this Agreement.

**11. Choice of Law and Venue**

The laws of the state of Washington shall apply to the construction and enforcement of this Agreement. Any action at law, suit in equity, or judicial proceedings to enforce this Agreement or any provision included in this Agreement shall be in the Superior Court of Snohomish County, Everett, Washington.

**12. Severability**

Should any clause, phrase, sentence, or paragraph of this Agreement be declared invalid or void, the remaining provisions of this Agreement shall remain in full force and effect.

**13. Written Notices**

Any written notice under this Agreement shall be sent or delivered as follows:

Any notice from the **CITY** to be sent to the **COUNTY** shall be sent or delivered to:

Traffic Operation Manager  
Snohomish County  
M/S 607 3000 Rockefeller Ave.  
Everett, Washington 98201

Any notice from the **COUNTY** to be sent to the **CITY** shall be sent or delivered to:

Assistant City of Engineer  
City of Marysville  
80 Columbia Avenue  
Marysville, Washington 98270

**14. Termination**

- A. Either party may terminate this Agreement at any time, with or without cause, upon not less than thirty (30) days written notice to the other party.
- B. This Agreement is contingent upon governmental funding and local legislative appropriations. In the event that funding from any source is withdrawn, reduced, limited, or not appropriated after the effective date of this Agreement and prior to



normal completion, this Agreement may be terminated by the COUNTY immediately upon notice to the CITY.

- C. Upon termination of this Agreement as provided in this section, the COUNTY shall be paid by the CITY for work performed prior to the effective date of termination. No payment shall be made by the CITY for any expense incurred or work done following the effective date of termination unless authorized in writing by the CITY.

IN WITNESS WHEREOF, the parties have signed this Agreement, effective on the date indicated below.

SNOHOMISH COUNTY

CITY OF MARYSVILLE

By: \_\_\_\_\_  
Director of Transportation and  
Environmental Services

By: \_\_\_\_\_  
City Manager (or Mayor)

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

Approved as to form only:

  
\_\_\_\_\_  
Deputy Prosecuting Attorney

**COPY**

DATE: 1/22/07

## EXHIBIT A

### TRAFFIC SIGNAL MAINTENANCE SERVICES

Traffic Signal Maintenance Services covered by this Agreement consist of the following services for the traffic signals listed in Exhibit B of this Agreement:

**Routine Maintenance** - This is a monthly activity that includes inspection of the traffic signal cabinet/controller/program; a visual inspection of the display system; and a check of pedestrian push buttons, emergency pre-emption, and detection systems. Furthermore, appropriate records will be maintained in the controller cabinet and in the office file located in the Snohomish County Traffic Operations Office. Approximately one hour per month per intersection will be spent on routine maintenance.

**Re-lamp** – Traffic signal indicators will be replaced as needed. It is estimated that approximately four hours per intersection per year will be spent on this activity. This is typically a two person operation which includes an assistant to the Signal Technician for traffic control purposes.

**On-Call Emergency Response** - This service provides 24 hour emergency response for traffic signal and street light malfunctions. For estimating purposes, it is assumed that each signal will have two emergencies per year. There is a minimum of three hours of labor per on-call emergency response. This estimate of three hours of labor per On-Call Emergency Response does not include additional materials, equipment charges, or labor costs associated with extraordinary circumstances such as weather-related problems, knock-downs, and acts of God that may result in significant equipment damage or destruction.

**Materials** –The County will provide all supplies and materials for both routine and on-call maintenance. This does not include replacement of major components of a traffic signal or additional materials, equipment charges, or labor costs associated with extraordinary circumstances such as weather-related problems, knock-downs, and acts of God that may result in significant equipment damage or destruction. Any costs incurred by the County in providing such supplies and materials shall be reimbursed by the City according to the terms of Section 4 of the Agreement.

**Traffic Signal Engineering** – This activity provides for analysis and modifications of the existing traffic signal and illumination systems for improved operation and safety. Modifications to the operation of any traffic signals shall not be done without written authorization by the City. It also provides for engineering plan review and technical support services, as well as construction inspection services, for new traffic signal and illumination systems constructed by the City.

## STREET LIGHT MAINTENANCE SERVICES

Street Light Maintenance Services covered by this Agreement consist of the following services for those street lights that are associated with or are on the same powersource as County maintained traffic signals, except where the City has specifically requested additional services. The total number of County maintained street lights is described in Exhibit B of this Agreement:

**Routine Maintenance** – Yearly re-lamping activity that includes the replacement of a percentage of the total number of lamps consistent with the manufactures estimated lamp service life. For estimating purposes, it is assumed that the County will replace 50 lamps each year.

**Electrical Repair** – The County will provide rewiring and other electrical work done to damaged street lighting. City personnel will perform all other work associated with repairing damaged street lights.

**Materials** – The County shall provide all supplies and materials for both routine and on-call maintenance. This does not include replacement of major components of a street light or additional materials, equipment charges, or labor costs associated with extraordinary circumstances such as weather-related problems, knock-downs, and acts of God that may result in significant equipment damage or destruction. Any costs incurred by the County in providing such supplies and materials shall be reimbursed by the City according to the terms of Section 4 of the Agreement.

**EXHIBIT B**  
**CITY OF MARYSVILLE TRAFFIC SIGNAL INVENTORY**

<b>No.</b>	<b>North/South Street</b>	<b>East/West Street</b>
1.	STATE AVENUE	6 <sup>TH</sup> STREET
2.	STATE AVENUE	8 <sup>TH</sup> STREET
3.	STATE AVENUE	GROVE STREET
4.	STATE AVENUE	76 <sup>TH</sup> STREET
5.	STATE AVENUE	80 <sup>TH</sup> STREET
6.	STATE AVENUE	88 <sup>TH</sup> STREET
7.	STATE AVENUE	92 <sup>ND</sup> STREET
8.	STATE AVENUE	FRED MEYER
9.	STATE AVENUE	100 <sup>TH</sup> STREET
10.	STATE AVENUE	116 <sup>TH</sup> STREET
11.	STATE AVENUE (Smokey Pt)	136 <sup>TH</sup> STREET
12.	36 <sup>TH</sup> AVENUE	88 <sup>TH</sup> STREET
13.	FIRE SIGNAL (Alder Avenue)	GROVE STREET
14.	47 <sup>TH</sup> AVENUE	GROVE STREET
15.	51 <sup>ST</sup> AVENUE	GROVE STREET
16.	67 <sup>TH</sup> AVENUE	GROVE STREET
17.	CEDAR AVENUE	SR 528
18.	STATE AVENUE	SR 528
19.	47 <sup>TH</sup> AVENUE	SR 528
20.	60 <sup>TH</sup> DRIVE	SR 528
27.	67 <sup>TH</sup> AVE NE	84 <sup>TH</sup> ST NE
21.	67 <sup>TH</sup> AVENUE NE	SR 528
22.	STATE AVENUE	1 <sup>ST</sup> STREET
23.	STATE AVENUE	3 <sup>RD</sup> STREET
24.	67 <sup>TH</sup> AVENUE NE	88 <sup>TH</sup> STREET
25.	STATE AVENUE	128 <sup>TH</sup> STREET NE
26.	116 <sup>TH</sup> ST NE	36 <sup>TH</sup> DR NE

**STREET LIGHTING INVENTORY**

<b>Location</b>	<b>Number of Street Lights</b>
Marysville	112

## EXHIBIT C

### ESTIMATED TRAFFIC SIGNAL MAINTENANCE SERVICE COSTS

The County will bill on an actual time and materials basis. The chart below is an estimate of annual costs based on historical average needs and rates.

Item	Cost Per Intersection	Total Cost for 26 Intersections
Routine Maintenance	12 hours @ \$ 50/hr = \$ 600	\$ 15,600
Annual Relamp	4 hours @ \$ 67/hr = \$ 268	\$ 6,968
On-Call Emergency Maintenance	6 hours @ \$ 70/hr = \$ 420	\$ 10,920
Materials	\$ 200	\$ 5,200
<b>Total</b>	<b>\$1,488</b>	<b>\$ 38,688</b>

The annual costs for maintaining the City of Marysville's Twenty-Six (26) traffic signals are estimated to amount to \$38,688. Costs are estimated as of the effective date of this Agreement. Estimated costs may be adjusted annually to reflect current labor and material charges. This figure does not include the cost of work performed by County personnel in response to work orders issued upon request by the City in accordance with Section 3 of this Agreement. The above costs include the current County administration rate of 15%.

### ESTIMATED STREET LIGHT MAINTENANCE SERVICE COSTS

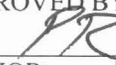


The County will bill on an actual time and materials basis. The chart below is an estimate of annual costs based on historical average material needs and rates. The County shall be compensated for time at the hourly rates as follows.

Item	Hourly Rate	Hours	Cost (\$)
Routine Maintenance	\$50	33	\$1,650
Damage Repair	\$50	25	\$1,250
Materials (lamps and ballasts)			\$ 650
<b>Totals</b>			<b>\$3,550</b>

The annual costs for maintaining the City of Marysville's one hundred twelve (112) street lights are estimated to amount to \$3,550. Costs are estimated as of the effective date of this Agreement. Estimated costs may be adjusted annually to reflect current labor and material charges. This figure does not include the cost of work performed by County personnel in response to work orders issued upon request by the City in accordance with Section 3 of this Agreement. The above costs include the current County administration rate of 15%.

**CITY OF MARYSVILLE**  
**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE:** February 26, 2007

<b>AGENDA ITEM:</b> Amendment IV to Intergovernmental Agreement for Furnishing Fleet Management Services	<b>AGENDA SECTION:</b>	
<b>PREPARED BY:</b> Mike Shepard , Fleet & Facilities Manager	<b>AGENDA NUMBER:</b>	
<b>ATTACHMENTS:</b> Amendment IV to Intergovernmental Agreement for Furnishing Fleet Management Services	<b>APPROVED BY:</b> 	
	MAYOR 	CAP 
<b>BUDGET CODE:</b> 50100065	<b>AMOUNT</b> \$7,000 Estimate	

Attached is Amendment IV to an Intergovernmental Agreement for Furnishing Fleet Management Services with Snohomish County. Snohomish County provides two-way radio setup and programming services for the City of Marysville. The original Intergovernmental Agreement was signed in 2003 and Amendment IV will extend the services from January 21, 2007 to January 21, 2008.

The City of Marysville Fleet Services Division does not have a radio shop with employed radio/radar technicians. In order for these services to be performed we must extend the Intergovernmental Agreement with Snohomish County for another year term.

**RECOMMENDED ACTION:**

Staff recommends that Marysville City Council authorize the Mayor to sign Amendment IV to Intergovernmental Agreement for Furnishing Fleet Management Services.

**COUNCIL ACTION:**

Exhibit A  
Fourth Annual Extension

After Recording Return To:

Snohomish County  
Department of Public Works  
Fleet Management Division  
3402 McDougall Avenue  
Everett, WA 98201

**COPY**

**AMENDMENT IV  
TO  
INTERGOVERNMENTAL AGREEMENT FOR  
FURNISHING FLEET MANAGEMENT SERVICES**

Agency: City of Marysville

=====

THIS AMENDMENT to that certain Intergovernmental Agreement For Furnishing Fleet Management Service entered into on January 22, 2003 ("Agreement") is made by and between SNOHOMISH COUNTY, a political subdivision of the State of Washington, and CITY OF Marysville, a municipal corporation of the State of Washington. For and in consideration of the mutual benefits herein, the terms and conditions of the Agreement are hereby modified as follows:

1. COMPENSATION. Section 7.1, Compensation, shall be amended as follows:

7.1. Compensation. Compensation for service rendered during 2007-2008 contract period shall be as follows:

- a. COUNTY inventory parts shall be supplied at cost + 25%
- b. COUNTY equipment mechanic labor shall be supplied at a cost of \$61.88 per hour; overtime labor shall be provided at 1.5 times the hourly rate.
- c. COUNTY radio/radar technician labor shall be supplied at a cost of \$61.88 per hour; overtime labor shall be provided at 1.5 times the hourly rate.
- d. Vendor repairs shall be provided at COUNTY cost plus labor for transporting to and from vendor at above COUNTY labor rate and direct parts shall be supplied at cost + 10%.

2. TERM. The term of this Agreement, set out in section 8 of the Agreement, shall be extended one year to January 21, 2008.

3. EXHIBIT B. Exhibit B is amended to add or delete services as follows: Current list of applicable CITY equipment is attached hereto and incorporated within.

EXCEPT AS EXPRESSLY PROVIDED BY THIS AMENDMENT, ALL OTHER TERMS AND CONDITIONS OF THE AGREEMENT SHALL REMAIN IN FULL FORCE AND EFFECT.

SNOHOMISH COUNTY

CITY OF Marysville

By: \_\_\_\_\_  
Allen M. Mitchell, Fleet Manager  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Dennis L. Kendall, Mayor  
Date: \_\_\_\_\_

APPROVED AS TO FORM :

*Thomas R. Snow*  
Deputy Prosecuting Attorney

APPROVED AS TO FORM:

\_\_\_\_\_  
Grant K. Weed, City Attorney



# Exhibit B

## CITY OF MARYSVILLE POLICE VEHICLE INVENTORY (AS OF 01/21/2007)

Veh. #	Year	Make	Model	Serial	Dept
TBD	2007	HARLEY DAV	MOTOR CYCLE	Unknown at this time	POL PATROL
TBD	2007	HARLEY DAV	MOTOR CYCLE	Unknown at this time	POL PATROL
TBD	2007	HARLEY DAV	MOTOR CYCLE	Unknown at this time	POL PATROL
TBD	2007	HARLEY DAV	MOTOR CYCLE	Unknown at this time	POL PATROL
910	2002	CHEVROLET	ASTRO	1GNDM19X92B131602	POL INVEST
914	2001	CHEVROLET	C10 PICKUP	1GCEC19V81E276383	ANIML CONT
915	2001	KENDO	TRAILER	4G44S08101A001471	POL PATROL
920	2001	CHEVROLET	MALIBU	1G1ND52J91M589761	POL INVEST
921	2001	CHEVROLET	MALIBU	1G1ND52JX1M589896	POL INVEST
922	2001	CHEVROLET	MALIBU	1G1ND52J716227321	POL ADMIN
925	2002	CHEVROLET	S-10 BLAZER	1GNCS13W42K191224	POL INVEST
930	1988	GMC	CONVERSION VAN	1GDEG25K5J521985	POL INVEST
949	1996	SMART	RADAR TRAILER	1K9B20811TK118381	POL PATROL
950	1997	JEEP	CHEROKEE	1J4FJ28S5VL516203	POL INVEST
951	1997	FORD	CROWN VICTORIA	2FALP71W5VX152908	POL PATROL
955	2000	FORD	CROWN VICTORIA	2FAFP71W3YX1700020	POL PATROL
957	1993	FORD	E350 PASS. VAN	1FBJS31Y9PHB46286	POL CORR.
959	1998	FORD	CROWN VICTORIA	2FAFP71W2WX140827	POL PATROL
961	1997	CHEVROLET	LUMINA	2G1WL52MXV1156856	POL INVEST
962	1997	CHEVROLET	LUMINA	2G1WL52M9V1160185	POL ADMIN
964	2002	FORD	EXPEDITION	1FMPU16L72LB00166	POL PATROL
965	1999	JEEP	CHEROKEE	1J4FF68S2XL609630	POL PATROL
966	1999	JEEP	CHEROKEE	1J4FF68S4XL609628	POL PATROL
967	1999	JEEP	CHEROKEE	1J4FF68S4XL609631	POL PATROL
968	2001	FORD	CROWN VICTORIA	2FAFP71W41X151613	POL PATROL
A002	2004	DODGE	STRATUS	1B3AL36T64N364271	POL INVEST
A003	2003	CHEVROLET	IMPALA	2G1WF52E939263993	POL CORR.
A004	2005	DODGE	STRATUS	1B3AL46T15N675615	POL ADMIN
F001	2003	B & W	RADAR TRAILER	1B9BR10153H659010	POL PATROL
J004	1991	FORD	E350 INCIDENT RESPONSE VAN	1FDKE30M3MHB01647	POL INVEST
J017	1994	FORD	F700 ARMORED TRUCK	1FDXK74C1RVA37348	POL PATROL
N923	1989	TOYOTA	CAMRY	JT2SV21E2K389198	POL INVEST
P101	2003	FORD	CROWN VICTORIA	2FAFP71W93X108646	POL PATROL
P102	2003	FORD	CROWN VICTORIA	2FAFP71W93X140321	POL PATROL
P103	2003	FORD	CROWN VICTORIA	2FAFP71W03X140322	POL PATROL

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


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P104	2003	FORD	CROWN VICTORIA	2FAHP71W93X144474	POL PATROL
P105	2003	FORD	CROWN VICTORIA	2FAHP71W73X194628	POL PATROL
P106	2003	FORD	CROWN VICTORIA	2FAHP71W93X194630	POL PATROL
P107	2003	FORD	CROWN VIC K-9	2FAHP71W53X194629	POL PATROL
P108	2004	FORD	CROWN VICTORIA	2FAHP71W54X125664	POL PATROL
P109	2004	FORD	CROWN VICTORIA	2FAHP71W54X145123	POL PATROL
P110	2004	FORD	CROWN VICTORIA	2FAHP71W74X145124	POL PATROL
P111	2004	FORD	CROWN VICTORIA	2FAHP71W94X145125	POL PATROL
P112	2004	FORD	CROWN VICTORIA	2FAHP71W84X170789	POL PATROL
P113	2004	FORD	CROWN VICTORIA	2FAHP71W44X170790	POL PATROL
P114	2005	FORD	CROWN VICTORIA	2FAHP71W45X150783	POL PATROL
P115	2005	FORD	CROWN VICTORIA	2FAHP71W65X150784	POL PATROL
P116	2005	FORD	CROWN VICTORIA	2FAHP71W85X150785	POL PATROL
P117	2005	FORD	CROWN VICTORIA	2FAHP71WX5X150786	POL PATROL
P119	2006	FORD	CROWN VICTORIA	2FAHP71W06X114705	POL PATROL
P120	2006	FORD	CROWN VICTORIA	2FAHP71W26X114706	POL PATROL
P121	2006	FORD	CROWN VICTORIA	2FAHP71W46X114707	POL PATROL
P122	2006	FORD	CROWN VICTORIA	2FAHP71W66X114708	POL PATROL
P123	2007	FORD	CROWN VICTORIA	Unknown at this time	POL PATROL
P124	2007	FORD	CROWN VICTORIA	Unknown at this time	POL PATROL
P125	2007	FORD	CROWN VICTORIA	Unknown at this time	POL PATROL
P126	2007	FORD	CROWN VICTORIA	Unknown at this time	POL PATROL
P127	2007	FORD	CROWN VICTORIA	Unknown at this time	POL PATROL
S001	1993	ACURA	INTEGRA	JH4DA9360PS014383	POL INVEST

## CITY OF MARYSVILLE

## EXECUTIVE SUMMARY FOR ACTION

## CITY COUNCIL MEETING DATE: April 24, 2006

AGENDA ITEM: IT Staffing Classification and Compensation	AGENDA SECTION: Consent	
PREPARED BY: Sandy Langdon, Finance Director Worth Norton, Information Services Manager	AGENDA NUMBER:	
ATTACHMENTS: 1. Classification and Compensation Analysis of Information Technology Positions 2. Computer Support Technician I - Job Description 3. Computer Support Technician II - Job Description	APPROVED BY: 	
	MAYOR 	CAO 
BUDGET CODE: 50300090 511000 and others...	AMOUNT: Per 2007 Salary Range	

The types and uses of information technology in municipal agencies changes rapidly, and IT job positions and/or the organization of the IT function must adapt to provide efficient, cost-effective services. Over the last 4 years, the city's IT functions has evolved to meet its changing needs. Now, the city is reevaluating its IT positions to plan for current and future needs.

The Classification and Compensation Analysis for the two reclassified IT positions was prepared by Gwendolyn Campbell. Based on Gwendolyn's findings, the proposed job descriptions accurately captures the responsibilities assigned to the positions and the knowledge, skills and abilities required to perform them.

The adoption of this reclassification does not create an additional FTE. Both of these positions were approved in a 2006 budget revision and are in the 2007 budget. Filling these positions permanently has been delayed pending this analysis.

## RECOMMENDED ACTION:

City staff recommends that Council adopt the IT Staffing Classification and Compensation proposal.

## COUNCIL ACTION:

## REPORT TO CITY OF MARYSVILLE

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**CLASSIFICATION AND COMPENSATION ANALYSIS OF  
INFORMATION TECHNOLOGY POSITIONS  
AT THE CITY OF MARYSVILLE**

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PREPARED BY  
GWENDOLYN R. CAMPBELL  
JANUARY 2007

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**I. BACKGROUND**

The types and uses of information technology in municipal agencies changes rapidly, and IT job positions and/or the organization of the IT function must adapt to provide efficient, cost-effective services. Over the last 4 years, the city's IT function has evolved to meet its changing needs. Now, the city is reevaluating its IT positions to plan for current and future needs.

The following table shows the current IT positions and positions proposed by the Finance Department.

<i><b>IT POSITIONS</b></i>	
<b>CURRENT POSITIONS</b>	<b>PROPOSED POSITIONS</b>
IT Manager	IT Manager
Network Administrator	Network Administrator
	Application Specialist/Programmer
Computer Support Technician	Computer Support Technician II
	Computer Support Technician I

This project includes reviewing revised job descriptions for Computer Support Technician I and Computer Support Technician II and making recommendations for the appropriate placement of these positions in the city's pay grid. Since the Application Specialist/Programmer position will not be funded in the next year, a job description is not created at this time.

**II. CLASSIFICATION ANALYSIS**

Key responsibilities of the IT positions are shown on the table below. The Finance Department is not proposing any changes to the positions of IT Manager and Network Administrator; however, they are included to put the proposed changes in the context of the entire IT function as well as illustrate the job classification progression.

<b>KEY RESPONSIBILITIES OF IT POSITIONS</b>		
<b>POSITION</b>	<b>KEY RESPONSIBILITIES</b>	<b>IT INFRASTRUCTURE SYSTEMS</b>
<i>IT Manager</i>	Direct, manage, supervise, & coordinate activities and operations of IT Division.	network, PCs, data, voice, radio
<i>Network Administrator</i>	Install, maintain & support IT infrastructure systems.	network, PCs, voice, radio
<i>Application Specialist/Programmer</i>	Perform systems analyses and programming tasks.	network, PCs, data, voice, radio
<i>Computer Support Technician II</i>	<ul style="list-style-type: none"> <li>• Responsible for all PC hardware &amp; software, including planning equipment replacement, upgrades and maintenance programs.</li> <li>• Responsible for basic administrative server functions, including setting up new users and database administration.</li> <li>• Assist with administration of VOIP call servers; maintain &amp; configure desktop phones.</li> <li>• Provides technical supervision to help desk personnel</li> </ul>	data, PCs, voice, radio
<i>Computer Support Technician I</i>	<ul style="list-style-type: none"> <li>• Provide technical assistance to desktop computer users, including routine maintenance.</li> <li>• Perform basic user account administration.</li> </ul>	PCs, voice, radio

See attachments for proposed job descriptions for Computer Support Technician I and Computer Support Technician II.

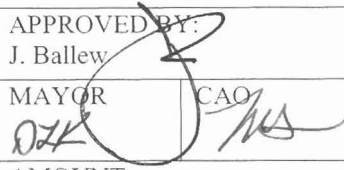
### **III. COMPENSATION ANALYSIS**

The purpose of the compensation analysis is to evaluate placement of the position within the city's classification and compensation grid. The goal is to assign a compensation level that accurately reflects the responsibilities and accountabilities of the position; the skills, knowledge, and abilities required to perform the job; and preserves the internal equity of the classification and compensation system by compensating the position fairly relative to other city job classifications. To gauge internal equity, I matched the level of responsibility and accountability and the knowledge, skills, and abilities required to perform each of the IT jobs to existing positions on the city's compensation grid.

## CITY OF MARYSVILLE

## EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: February 26, 2007

AGENDA ITEM: Snohomish County Human Services Grant Contract Senior Services Project Program Contract Renewal	AGENDA SECTION:
PREPARED BY:  Jim Ballew – Director of Parks and Recreation	AGENDA NUMBER:
ATTACHMENTS: Snohomish County Human Services Grant Agreement A-07-75-01-200	APPROVED BY: J. Ballew MAYOR CAO 
BUDGET CODE:	AMOUNT: \$7,500

**Summary:**

The Parks and Recreation Department has been awarded a renewal grant-in aid Agreement through the Snohomish County Division of Long Term Care and Aging Program to offset part-time personnel costs for the balance of 2007. The total grant is for \$7,500 which will cover the salaries and benefits for the Ken Baxter Senior Community Center Program Clerk. This is now a full time position which assists the Coordinator position in a variety of functions and events throughout the year.

This is the third year the grant program provided by Snohomish County's Human Services Department will assist operations at the Senior Center and is designed as a reimbursable program. The Parks and Recreation Department will generate all reporting invoices as per program requirements.

**Recommended Action:**

Staff recommends the City Council authorize the Mayor to sign the Snohomish County Human Services Grant Agreement which will provide \$7,500 in reimbursed funds for the salaries and benefits of the Program Clerk position at the Ken Baxter Senior Community Center through 2007.

**SNOHOMISH COUNTY HUMAN SERVICES DEPARTMENT**  
3000 ROCKEFELLER, M/S 305 - EVERETT, WA 98201  
(425) 388-7200

**CONTRACT NUMBER:**           A-07-75-01-200          

**Contracting Organization:**

Name: City of Marysville  
  
Address: 6915 Armar Rd  
Marysville, WA 98270  
  
Telephone: (360) 651-5084  
  
Federal Catalog No.: N/A  
  
IRS Tax No. (Employer I.D.): 91-6001459

Contract Period: 1/01/2007 - 12/31/2007  
  
Funding Authority: County Budget Ordinance #06-092  
  
Maximum Amount Awarded:  
Under This Contract: \$ 7,500.00  
  
Specifics of Funding: Snohomish County General Revenues  
  
Status Determination: Subrecipient

Title of Project/Services: Senior Center Projects	Contractor Contact Person: Tara Mizell, Recreation Serv. Mgr. 360-651-5084	HSD Contact Person: Susie Starrfield 425-388-7218
--	--	---

**Additional terms of this contract are set out in and governed by the following, which are incorporated herein by reference:**

- X Basic Terms and Conditions No. HSD-2006-103-200, maintained on file at the Department of Human Services;
- X Specific Terms and Conditions, attached as Exhibit A ;
- X Statement of Work, attached as Exhibit B ;
- X Budget, attached as Exhibit C ;
- X Basic Terms and Conditions Addendum attached as Exhibit G ;
- \_\_\_\_\_ attached as Exhibit \_\_\_\_\_ ;
- \_\_\_\_\_ attached as Exhibit \_\_\_\_\_ ;

In the event of any inconsistency in this contract, the inconsistency shall be resolved by giving precedence in the following order: (a) appropriate provisions of state and federal law, (b) Specific Terms and Conditions, (c) Basic Terms and Conditions Addendum, (d) Basic Terms and Conditions, (e) other attachments incorporated by reference, and (f) other documents incorporated by reference.

**THE CONTRACTING ORGANIZATION AND SNOHOMISH COUNTY HEREBY ACKNOWLEDGE AND AGREE TO THE TERMS OF THIS CONTRACT. SIGNATURES FOR BOTH PARTIES ARE REQUIRED BELOW. BY SIGNING, THE CONTRACTOR IS CERTIFYING THAT THE AGENCY IS NOT DEBARRED, SUSPENDED, OR OTHERWISE EXCLUDED FROM PARTICIPATING IN FEDERALLY FUNDED PROGRAMS.**

**FOR THE CONTRACTING ORGANIZATION:**

**FOR SNOHOMISH COUNTY:**

\_\_\_\_\_  
(Signature) (Date)  
  
\_\_\_\_\_  
(Title)

\_\_\_\_\_  
Janelle Sgrignoli (Date)  
Director  
Department of Human Services

SNOHOMISH COUNTY HUMAN SERVICES DEPARTMENT  
3000 ROCKEFELLER, M/S 305 - EVERETT, WA 98201  
(425) 388-7200

CONTRACT NUMBER: A-07-75-01-200

**Contracting Organization:**

Name: City of Marysville  
Address: 6915 Armar Rd  
Marysville, WA 98270  
Telephone: (360) 651-5084  
Federal Catalog No.: N/A  
IRS Tax No. (Employer I.D.): 91-6001459

Contract Period: 1/01/2007 - 12/31/2007  
Funding Authority: County Budget Ordinance #06-092  
Maximum Amount Awarded:  
Under This Contract: \$ 7,500.00  
Specifics of Funding: Snohomish County General Revenues  
Status Determination: Subrecipient

Title of Project/Services: Senior Center Projects	Contractor Contact Person: Tara Mizell, Recreation Serv. Mgr. 360-651-5084	HSD Contact Person: Susie Starrfield 425-388-7218
--	--	---

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- X Basic Terms and Conditions Addendum attached as Exhibit G ;
- \_\_\_\_\_ attached as Exhibit \_\_\_\_\_ ;
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**FOR THE CONTRACTING ORGANIZATION:**

**FOR SNOHOMISH COUNTY:**

\_\_\_\_\_  
(Signature) (Date)  
\_\_\_\_\_  
(Title)

\_\_\_\_\_  
Janelle Sgrignoli (Date)  
Director  
Department of Human Services



**EXHIBIT "A"**  
**CITY OF MARYSVILLE**  
**SPECIFIC TERMS AND CONDITIONS**

**I. DOCUMENTS INCORPORATED BY REFERENCE**

In performing the services under this Contract, the City of Marysville (hereinafter the Contractor) shall comply with the provisions contained in the following documents incorporated by reference and maintained on file at the Snohomish County Human Services Department, Long Term Care & Aging:

- Snohomish County Long Term Care & Aging's Program Instructions
- Contractor's grant application as submitted.

**II. REPORTING REQUIREMENTS**

The Contractor shall submit required reports on a format supplied or approved by Snohomish County Long Term Care & Aging. Snohomish County Long Term Care & Aging shall submit to the Contractor Program Instruction(s) which specify required reporting information and instructions for completing reports. Overdue reports shall delay payment to the Contractor until the next billing month.

**Report Titles**

Progress Report  
 Final Report

**Due**

July 10, 2007.  
 January 10, 2008.

**III. REIMBURSEMENT**

- A. The Contractor must submit requests for reimbursement no later than ten (10) days following the end of each calendar month. The request for reimbursement must be submitted on forms approved by Snohomish County Long Term Care & Aging. The County shall process correct and properly submitted billings for reimbursement after all supporting documentation is received. Billings received after the 10th of the month will be processed for reimbursement in the succeeding month.
- B. The monthly billing shall be based on program expenses and be accompanied by monthly expenditure reports showing line-item expenditures corresponding to the Approved Budget.

- C. The Contractor must submit final request for reimbursement for 2007 expenses no later than January 10, 2008. Billings received after January 10, 2008 for expenses incurred in 2007 will not be processed.

**IV. NON DISCRIMINATION**

The following provisions are added to provisions contained in the Basic Agreement between the Contractor and Snohomish County:

- A. The Contractor shall comply with the requirements of the Americans With Disabilities Act (PL 101-336).
- B. The Contractor and any subcontracting party shall comply with the state regulations for barrier-free facilities, as designated in RCW 19.27.031. The Contractor and subcontractors shall provide barrier-free access to and egress procedures from facilities, meeting places, and structures that will enable the use of all program services for the disabled community.

**V. EMERGENCY PROCEDURES**

- A. The Contractor must establish written procedures to be followed in the event of weather related emergencies, disasters, or situations which may interrupt service delivery.
- B. The Contractor must establish a written plan which describes procedures to be followed in the event a client becomes ill or is injured while at the Contractor's office or if staff are at the client's home. The plan must be thoroughly explained to staff and volunteers.

**VI. TERMS OF CONTRACT**

The contract is awarded for a term of twelve months, January 1, 2007 through December 31, 2007.

**EXHIBIT "B"**  
**CITY OF MARYSVILLE**  
**STATEMENT OF WORK**

**I. SERVICE DEFINITION**

The Contractor shall operate or provide for the operation of a senior center. This project provides start up or seed money for selected senior centers within the county.

**II. MINIMUM SERVICE REQUIREMENTS**

- A. Grant will fund a part-time assistant senior center coordinator, which will increase the number and variety of offerings at the senior center and increase attendance for existing activities.
- B. Specific duties for the assistant senior center coordinator are as follows:
  - 1. Customer service, taking and processing of registrations,
  - 2. Assisting with events and operation of daily programs,
  - 3. Set-up and break down of activities,
  - 4. Maintenance of attendance records and volunteer records,
  - 5. Assist with marketing, press releases, posters and flyers,
  - 6. Maintenance of participant database and newsletter, and
  - 7. Reminder calls to participants, trip escorting, and clerical support.
- C. The Contractor shall send a representative to the Council on Aging Senior Center Committee.

**III. MONITORING**

The Contractor will cooperate with Snohomish County Long Term Care and Aging as it conducts its assessment of the project implementation as proposed in Section II above.

SNOHOMISH COUNTY  
HUMAN SERVICES DEPARTMENT

**EXHIBIT C**  
**APPROVED CONTRACT BUDGET**  
**COST REIMBURSEMENT**

PROGRAM TITLE: Senior Center Projects

AGENCY: City of Marysville

ADDRESS: 6915 Armar Rd., Marysville, WA 98270

CONTRACT PERIOD: 1/1/07 TO 12/31/2007

REVENUE SOURCES:  
FUNDS AWARDED UNDER CONTRACT:

REVENUE SOURCE	AMOUNT
<u>Snohomish County General Revenue</u>	<u>\$7,500.00</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
TOTAL FUNDS AWARDED:	<u>\$7,500.00</u>

NON-FEDERAL MATCHING RESOURCES:

<u> </u>	<u> </u>
<u> </u>	<u> </u>
TOTAL NON-FEDERAL RESOURCES:	<u>\$ 0.00</u>

MATCH REQUIREMENTS FOR CONTRACT: PERCENTAGE: N/A AMOUNT:  

OTHER PROGRAM RESOURCES (Identify):

SOURCE	PERIOD	AMOUNT
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
TOTAL OTHER RESOURCES		<u>\$00.00</u>

**SNOHOMISH COUNTY  
HUMAN SERVICES DEPARTMENT**

**EXPENDITURES**

<b>BARS #</b>	<b>CATEGORY</b>	<b>FUND SOURCE: Snohomish County</b>	<b>FUND SOURCE</b>	<b>MATCHING RESOURCES</b>	<b>TOTAL</b>	<b>OTHER RESOURCES</b>
10	Salaries/Wages	\$6,763.00			\$6,763.00	
20	Benefits	737.00			737.00	
30	Supplies					
41	Prof. Services					
42	Postage					
42	Telephone					
43	Mileage/Fares					
43	Meals					
43	Lodging					
44	Advertising					
45	Leases/Rentals					
46	Insurance					
47	Utilities					
48	Repairs/Maint.					
49	Printing					
49	Dues/Subscript.					
49	Registr./Tuition					
64	Machinery/Equip					
<b>\$</b>	<b>TOTAL:</b>	<b>\$7,500.00</b>			<b>\$7,500.00</b>	

**SNOHOMISH COUNTY  
HUMAN SERVICES DEPARTMENT**

**EXPENDITURE NARRATIVE**

<b>AMOUNT</b>	<b>TYPE OF EXPENDITURE</b> i.e., Salaries: 40% Program Person, etc. Benefits: FICA, Medical, etc. Communications: Postage, Telephone, etc.
\$6,763.00	Salaries- Part-time Asst. Senior Center Coordinator
\$737.00	Benefits – FICA & L&I for 725 hours

**SNOHOMISH COUNTY  
HUMAN SERVICES DEPARTMENT**

**DETAIL SALARIES/WAGES**

POSITION	FT/PT	% OF TIME TO FUND	FUND	TOTAL MONTHLY	MONTHLY CHG TO FUND	TOTAL CHG TO FUND
Recreation Asst. II	PT	100%	Snohomish County	\$ 563.58	\$ 563.58	\$ 6,763.00

## **EXHIBIT G**

### **BASIC TERMS AND CONDITIONS ADDENDUM**

Statements contained in the Contract Face Sheet notwithstanding, the following provisions hereby supplement the corresponding provisions contained in the Basic Terms and Conditions between the Contractor and Snohomish County. To the extent a provision herein does not have a corresponding provision in the Basic Terms and Conditions, that provision is hereby added to the Basic Terms and Conditions between the Contractor and Snohomish County.

#### **I. CONTRACTOR NOT EMPLOYEE OF SNOHOMISH COUNTY**

The Contractor and his or her employees or agents performing under this agreement are not to be deemed employees of the County, nor as agents of the County in any manner whatsoever. The Contractor will not hold himself or herself out as nor claim to be an officer or employee of the County or of the State of Washington by reason hereof and will not make any claim, demand, or application to or for any right or privilege applicable to an officer or employee of the County or of the State of Washington, including, but not limited to, Workers' Compensation coverage, Unemployment Insurance benefits, Social Security benefits, or retirement membership or credit.

#### **II. SERVICES PROVIDED IN ACCORDANCE WITH LAW, RULE AND REGULATION**

The Contractor and any subcontractors agree to abide by the terms of RCW Chapters 74.08, 74.34, 74.36 and 74.38, and any rules and regulations promulgated thereunder. All activities conducted under this agreement and under contracts pursuant to this Agreement shall be in accordance with all applicable laws, rules, ordinances, codes and regulations of local, state and federal governments, as now or hereafter enacted or amended.

#### **III. CLIENT GRIEVANCE PROCEDURE**

The Contractor shall establish a system through which applicants for and recipients of services under the approved plans may present grievances about the activities of the Contractor or any subcontractor(s) related to service delivery. The system shall provide applicants and recipients with an informal hearing before representatives of the Contractor. Clients served with State funds, including Senior Citizens Services Act and Social Services Block Grant, must be informed of their right to a fair hearing regarding service eligibility specified in WAC 388-02 and under the provisions of the Administrative Procedures Act, Chapter 34.05 RCW.

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#### **IV. RECORDS, DOCUMENTS AND REPORTS**

The Contractor shall provide to the County such financial, program, and other reports, and at those intervals and in such formats as are required by the County.

The Contractor's failure to submit required reports in a timely manner, as set forth in contracts and Program Instructions, shall result in the County's withholding payment of Invoice Vouchers submitted for reimbursement of funds relative to the delinquent report(s).

The Contractor and any subcontractor(s) shall maintain all books, records, documents, reports and other evidence of accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in performance under the approved Area Agency Plan. Provided, subcontractors shall report all revenues and expenditures to the Contractor in a manner consistent with the reporting requirements of the "Budgeting, Accounting, Reporting System for Counties and Cities, and Other Local Governments," hereinafter referred to as "BARS," as issued by the Office of the State Auditor, State of Washington. Subcontractors may, however, maintain their fiscal books, records, documents and other data in any manner consistent with generally accepted accounting practices.

The Contractor shall retain such fiscal books, records, documents, reports, and other data in a manner consistent with "BARS."

During the term of this agreement and for six years following termination or expiration of this agreement, the Contractor shall maintain and provide copies of records, upon request, that:

1. Document performance of all acts required by statute, regulation, rule or this agreement, including client records;
2. Substantiate the Contractor's statement of its organizational structure, tax status, capabilities and performance; and
3. Demonstrate accounting procedures practices and records that sufficiently and properly document the Contractor's invoices to the County and all expenditure made by the Contractor to perform as required by this agreement.

The Contractor shall give reasonable access to its place of business, and its business and client records to the County and to any employee of the State of Washington or the United States of America for the purpose of inspecting the Contractor's place of business and its records, and monitoring, auditing, and evaluating the Contractor's performance, compliance or quality assurance with applicable laws, regulations, rules and this agreement.

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**V. RIGHTS IN DATA**

Unless otherwise provided, data which originates from this Agreement shall be "works for hire" as defined by the U. S. Copyright Act of 1976 and shall be owned by the County. Data shall include, but not be limited to, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. Ownership includes the right to copyright, patent, register and the ability to transfer these rights. Data which is delivered under the Agreement, but which does not originate therefrom, shall be transferred to the County with a nonexclusive, royalty-free, irrevocable license to publish, translate, reproduce, deliver, perform, dispose of, and to authorize others to do so; Provided, that such license shall be limited to the extent which the Contractor has a right to grant a license. The Contractor shall exert all reasonable effort to advise the County, at the time of delivery of data furnished under this Agreement, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Agreement. The County shall receive prompt written notice of each notice or claim or copyright infringement received by the Contractor with respect to any data delivered under this Agreement. The County shall have the right to modify or remove any restrictive markings placed upon the data by the Contractor.

**VI. OWNERSHIP OF MATERIAL**

Material created by the Contractor and paid for by the County as a part of this agreement shall be owned by the County and considered "works for hire" as defined by the U.S. Copyright Act of 1976. This material includes, but is not limited to: books, computer programs, documents, films, pamphlets, reports, sound reproductions, studies, surveys, tapes and/or training materials. Materials which the Contractor uses to perform this agreement but which is not created for or paid for by the County is owned by the Contractor.

**VII. OWNERSHIP OF REAL PROPERTY, EQUIPMENT AND SUPPLIES PURCHASED BY THE CONTRACTOR**

Title to all property, equipment and supplies purchased by the Contractor with funds from this agreement shall vest with the County. When real property, or equipment with a per unit fair market value over \$5,000, is no longer needed for the purpose of carrying out this agreement, or this agreement is terminated or expired and will not be renewed, the Contractor shall request disposition instructions from the County. If the per unit fair

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market value of equipment is under \$5,000, the Contractor may retain, sell or dispose of it with no further obligation.

**VIII. OWNERSHIP OF REAL PROPERTY, EQUIPMENT AND SUPPLIES PURCHASED BY THE COUNTY**

Title to property, equipment and supplies purchased by the County and provided to the Contractor to carry out the activities of this agreement shall remain with the County. When real property, or equipment are no longer needed for the purpose of carrying out this agreement, or this agreement is terminated or expired and will not be renewed, the Contractor shall request disposition instructions from the County.

**IX. OWNERSHIP OF CLIENT ASSETS**

The Contractor shall ensure that any client for whom the Contractor or subcontractor is providing services under this agreement shall have unrestricted access to the client's personal property. The Contractor or subcontractor shall not interfere with the client's ownership, possession, or use of such property. Upon termination of this agreement, the Contractor or subcontractor shall immediately release to the client and/or the County all of the client's personal property.

**X. CONFIDENTIALITY**

- A. The Contractor may use personal information gained by reason of this agreement only for the purpose of this agreement. The Contractor shall not disclose, transfer or sell any such information to any party, except as otherwise provided in this agreement or by law and with prior written consent of the person, or his/her attorney or guardian, to whom the personal information pertains. The Contractor shall maintain the confidentiality of all personal information and other information gained by reason of this agreement, and shall return or certify the confidential destruction of such information if requested by the County.
- B. The Contractor or its subcontractors may disclose information to each other, to the County, to DSHS, or to appropriate authorities, for purposes directly connected with the services provided to the client. This includes, but is not limited to, determining eligibility, providing services, and participation in disputes, fair hearings or audits. The Contractor and its subcontractors shall disclose information for research, statistical, monitoring and evaluation purposes conducted by appropriate federal agencies, DSHS and the County. The County must authorize in writing the disclosure of this information to any other party not identified in this section.

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**XI. CLIENT ABUSE**

The Contractor shall report all instances of suspected client abuse in accordance with RCW 74.34.

**XII. DEBARMENT AND SUSPENSION**

The Contractor certifies that the Contractor is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this agreement by any federal department or agency. If requested by the County, the Contractor shall complete a Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion form. Any such form completed by the Contractor for this agreement shall be incorporated into this agreement by reference.

**XIII. RESTRICTIONS AGAINST LOBBYING**

The Contractor certifies to the best of its knowledge and belief that no federal appropriated funds have been paid or will be paid, by or on behalf of the Contractor, to any person for influencing or attempting to influence an officer or employee of a federal agency, a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement.

If any funds other than federal appropriated funds have or will be paid for the purposes stated above, the Contractor must file a disclosure form in accordance with 45 CFR Section 93.110.

The Contractor shall include a clause in all subcontracts restricting subcontractors from lobbying in accordance with this section and requiring subcontractors to certify and disclose accordingly.

**XIV. DRUG-FREE WORKPLACE**

The Contractor shall maintain a work place free from alcohol and drug abuse.

**XV. SUBCONTRACTING**

A. The Contractor shall not subcontract work or services provided under this Agreement without obtaining the prior written authorization of the County. At the County's request, the Contractor will forward to the

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County copies of subcontracts and fiscal, programmatic, and other material pertaining to subcontracts.

- B. Any subcontracts shall be in writing and incorporate the following clauses with word changes where appropriate to properly identify the parties to the subcontract:
- Client Abuse;
  - Client Grievance;
  - Compliance with Applicable Law;
  - Confidentiality;
  - Debarment and Suspension;
  - Indemnification and Hold Harmless;
  - Licensing and Accreditation Standards;
  - Inspection, Maintenance of Records;
  - Ownership of Real Property, Equipment and Supplies Purchased by the Contractor;
  - Ownership of Real Property, Equipment and Supplies Purchased by the County;
  - Ownership of Client Assets;
  - Ownership of Material;
  - Restrictions Against Lobbying; and
  - Single Audit Act (if applicable).
- C. When the nature of the service the subcontractor is to provide requires a certification, license or approval, the Contractor may only subcontract with such Contractors that have and agree to maintain the appropriate license, certification or accrediting requirements/standards.
- D. In any contract or subcontract awarded to or by the Contractor in which the authority to determine service recipient eligibility is delegated to the Contractor or to a subcontractor, such contract or subcontract shall include a provision acceptable to the County that specifies how service applicants and recipients will be informed of their right to a fair hearing in case of denial or termination of a service, or failure to act upon a request for services with reasonable promptness.

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: February 26, 2007

AGENDA ITEM: (PA 06086) Planning Commission Recommendation to Approve Comprehensive Plan amendment adopting a subarea plan for the East Sunnyside/Whiskey Ridge area, Development Regulations and Areawide Rezone of the subarea.	AGENDA SECTION: New Business	
PREPARED BY: Gloria Hirashima, Community Development Director	AGENDA NUMBER:	
ATTACHMENTS 1. Planning Commission Minutes dated 10/17/06, 10/24/06, 11/14/06, 12/5/06, 12/12/06 and 1/23/07 2. Public Comments 3. Glossary from Marysville Comprehensive Plan 4. Key Master Plan Concepts 5. Preliminary Draft from October 2006 6. Staff Recommended Draft dated 12/9/06 7. Memo dated 1/23/07 from Community Dev. Director summarizing 1/11/07 community meeting and comments 8. Planning Commission recommended plan, updating 12/9/06 document. 9. Chapter 19.26, Residential Density Incentives	APPROVED BY:	
	MAYOR  	CAO  
BUDGET CODE:	AMOUNT:	

The Planning Commission has recommended approval of a subarea plan for the East Sunnyside Whiskey Ridge area, together with associated development regulations and areawide rezones. The plan amends the City's Comprehensive Plan. The plan includes recommended development regulations that would apply to the subarea. The Commission also recommended approval of revisions to Chapter 19.26, Residential Density Incentives in order to implement goals of the subarea plan. The Planning Commission held public workshops between October and January 2007. Community Development staff hosted two community meetings on November 16, 2006 and January 11, 2007. The Planning Commission held public hearings on December 11, 2006 and January 23, 2007.

The Planning Commission has recommended approval of a subarea plan and regulations for the East Sunnyside/Whiskey Ridge area. The Commission's recommended plan is Exhibit 8. Prior versions of the plan are provided as background information since the public hearing minutes and earlier public comment frequently reference these versions.

RECOMMENDED ACTION: Approve Planning Commission recommendation to adopt East Sunnyside/Whiskey Ridge subarea plan, development regulations and areawide rezones. Alternatively, the Council may take the following actions: 1) Hold additional public hearings to consider amendments to the plan and regulations; 2) Remand the plan & regulations to the Planning Commission for further review; or 3) Deny the Commission's recommendation to adopt the subarea plan and regulations.

COUNCIL ACTION:

## MARYSVILLE PLANNING COMMISSION

October 17, 2006

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the October 17, 2006 meeting of the Marysville Planning Commission to order at 7:03 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Steve Leifer, Becky Foster

**Staff:** Gloria Hirashima, Community Development Director  
Laurie Hugdahl, Recording Secretary

Chairman Muller noted the excused absences of Commissioners Deirdre Kvangnes, Dave Voigt, and Toni Mathews.

### APPROVAL OF MINUTES

#### September 26, 2006 Minutes

Becky Foster suggested amending Mike Beardsley's comments at the top of page 2 to read: ". . . requested that the Planning Commission consider ~~that~~ **those** residents that already live . . . "

**Motion** made by Commissioner Foster; seconded by Commissioner Andes, to approve the September 26, 2006 Planning Commission minutes as amended.

**Motion** passed unanimously (4-0).

### AUDIENCE PARTICIPATION

None.

### PUBLIC HEARING (Continued)

#### A. Smokey Point Annexation Prezone (PA 06017)

Steve Muller explained that the hearing had been continued in order to clarify the zoning of the southwest corner of 152<sup>nd</sup> and 51<sup>st</sup>.

Gloria Hirashima discussed the memo from Cheryl Dungan dated 10/13/06 which addressed the zoning of this area. She noted that map was corrected to show

that area as R18 MF density. The legal description was also corrected to exclude the railroad right-of-way.

***Public Testimony (7:07)***

Chairman Muller opened the hearing for public testimony.

Ms. Hirashima commented that she received an email from Mike Beardsley saying that he could not attend tonight, but that he wanted to reiterate his comments.

Larry Novak, 3606 Densmore Avenue, Everett asked for clarification of the zoning of his area near SR 92. Chairman Muller confirmed that he was speaking about the Whiskey Ridge Master Plan and explained that this was not the time for comments on that issue. He explained the proper order of events for that matter.

Seeing no further comments, the public hearing was closed at 7:09 p.m.

There were no comments or questions from the Planning Commission.

**Motion** made by Commissioner Foster, seconded by Commissioner Andes to forward the Smokey Point Prezone Annexation to the City Council. **Motion** passed unanimously (4-0).

**NEW BUSINESS**

**A. Whiskey Ridge Master Plan – Preliminary Draft**

Gloria Hirashima opened the first workshop on the Whiskey Ridge area. She commented that the City Council had just passed the annexation ordinance for the East Sunnyside / Whiskey Ridge annexation, effective December 1, 2006. She stated that they hope to conclude the Master Plan of the area close to that time. She explained that the preliminary draft was released last week and there will be three workshops on the Master Plan between now and next month.

Director Hirashima reviewed the 17 East Sunnyside/Whiskey Ridge Key Master Plan Concepts and the East Sunnyside / Whiskey Ridge Master Plan dated 10/12/06. She covered the six proposed alternatives and discussed the differences between the alternatives. She commented that staff's preference is a land use alternative that goes with the curved road going into SR 92, such as Alternative 4 or 1.

Chairman Muller requested that the map depict the open space corridor for all the power lines and the trail system. Director Hirashima indicated that staff could do this.



Ms. Hirashima reviewed the Master Plan Road Projects: SR 92 Connection; 44<sup>th</sup> Street; 40<sup>th</sup> Street; and Densmore Road (possibly). She discussed the lack of existing transit service in the area and plans to look at a stop at SR 92 and Highway 9. She also discussed non-motorized system improvements and the possibility of a park around King Lake. She noted that Lake Stevens School District has a bus barn at the Sunnyside School Road and Densmore, but has indicated the need for an additional elementary school. Staff will also be discussing a water system and sewer plan.

Chairman Muller cautioned against creating another Frontier Village type development. It would be nice to insure that the commercial area will serve a certain area of the surrounding residential area. Gloria Hirashima commented that having some mixed use on the edge allows for some flexibility in this. Chairman Muller expressed concern about assigning too much commercial to one area. He requested information from staff about how to visualize the commercial area. Director Hirashima indicated she would bring this back to the Planning Commission. She commented that they will be having a public open house in November to receive additional feedback.

Chairman Muller concurred with staff's preference of Alternative 4, but suggested brainstorming how to achieve that while protecting the flavor of the neighborhood.

Commissioner Andes asked about the Sunnyside School connection with Highway 9. Director Hirashima stated that WSDOT is recommending closure of that connection.

Commissioner Leifer asked if a mobile home park would be a conditional use in this area. Ms. Hirashima explained that mobile home parks are allowed as a conditional use in a multi-family zone in the regular code and staff would propose keeping this the same.

## **COMMISSION COMMENTS**

Gloria Hirashima updated the Planning Commission on the City Council's approval of the Small Lot Development Code. She noted that the City Council had had some concern regarding keeping control of the high quality of housing. Director Hirashima had pledged to stay on top of developments and keep the Council informed of any new issues.

Chairman Muller discussed a recent unprovoked and violent attack on his dog by an aggressive pit bull. He discussed the potential for liability for the City for not protecting people from dangerous animals. Ms. Hirashima suggested that it might be more appropriate to address this at a City Council meeting. Chairman Voigt suggested contacting the city attorney to see what can be done. Ms. Hirashima said

she would relay the conversation to the police chief since this is a recurring issue with residents.

Commissioner Leifer brought up a hazardous condition at State Avenue and 116<sup>th</sup> where the westerly lane shrinks from two lanes to one lane very quickly. He suggested having signage indicating, "Right turn only except for Transit." Apparently this is also an issue at 88<sup>th</sup>.

## **NEXT MEETINGS**

- **Tuesday, October 24**

## **ADJOURNMENT**

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Leifer; seconded by Commissioner Andes to adjourn at 8:21 p.m. **Motion** passed unanimously (4-0).

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Laurie Hugdahl, Recording Secretary

## MARYSVILLE PLANNING COMMISSION

October 24, 2006

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the October 24, 2006 meeting of the Marysville Planning Commission to order at 7:07 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Jerry Andes, Dave Voigt, Toni Mathews

**Staff:** Gloria Hirashima, Community Development Director  
Laurie Hugdahl, Recording Secretary

Chairman Muller noted the excused absences of Commissioners Deirdre Kvangnes, Becky Foster and Steve Leifer.

### APPROVAL OF MINUTES

October 17, 2006 Minutes

**Motion** made by Commissioner Mathews; seconded by Commissioner Andes, to approve the October 17, 2006 Planning Commission minutes as presented. **Motion** passed unanimously (4-0).

### AUDIENCE PARTICIPATION

None.

### CURRENT BUSINESS

#### A. Proposed Draft Whiskey Ridge Master Plan

Director Hirashima solicited feedback on the Draft Master Plan.

Chairman Muller asked if they were going to limit the amount of PRD/small lot activity within the Master Plan area. Director Hirashima replied that the intent of staff is not to limit it, but the City does intend to be very deliberate about how this area is planned. She said that they want to provide some sort of balance – making the most of the land, but also having a nice product. She explained that the draft is structured to provide a lower base density at the medium single family

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October 24, 2006 Meeting Minutes  
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zone. The single family area also has a larger range than normally seen in the single family zone since it spans 4-8 dwelling units per acre. In order to get a higher yield, developers must go through the residential density incentives.

Ms. Hirashima reviewed the Development Strategies, dated 10/24/06, noting that it would replace pages 4-22 and 4-23 in the Master Plan. She then reviewed the Residential Density Incentives – Chapter 19.26, dated 10/24/07. She explained that the focus is on encouraging public facilities, projects to promote community image and identity, storm drainage facilities, project design and pedestrian connections/walkability. Chairman Muller suggested opening up the naming of neighborhoods to the public as part of this process. Ms. Hirashima concurred.

Chairman Muller asked if the City has easements along the power lines. Ms. Hirashima explained that they do not, but the goal is to obtain all the easements along the power lines and to obtain cross-connections to those. In places where easements cannot be obtained, the City will do a workaround through the streets.

Vice Chairman Voigt asked about if the petroleum pipeline might provide another opportunity for trails. Ms. Hirashima thought that the pipeline was further south than this area.

Vice Chairman Voigt asked about the decision making process for the alternatives. Director Hirashima stated that they hope to get feedback from the public at the open house and throughout the process on the different alternatives. They also plan to have Transportation review a few different road concepts. After all of this, staff will prepare a preferred alternative or a Planning Commission preferred alternative. They hope that it will be narrowed down to a consensus of one option with a few different variables by the end of this process.

Vice Chair Voigt agreed with focusing on key connections. He asked if they could get an aerial photograph of the area, a map of sensitive areas and a topographical/slope map. He referred to the secondary traffic impact fee mentioned in the draft and asked about impact fees on other infrastructure, such as sewer and water. He wondered if there was going to be a concept level cost estimate to try to get a feel for how much it will cost to equip the area with what it needs and how it will be paid for. Ms. Hirashima explained that storm water fees are assessed per dwelling unit. There is a draft sewer plan and a forced main pump station is shown on the draft. Public Works expects that this will be a developer improvement with recovery, but they need to discuss this more.

Vice Chair Voigt then asked about the logical sequence of improvements and developments. Ms. Hirashima stated that they would have Public Works come to a meeting to discuss this. Staff also hopes to have the secondary impact fee calculated by the next meeting.

Chairman Muller asked how staff is envisioning the final product. Ms. Hirashima discussed a mix of use with some higher density developments, lot size ranges, density ranges, commercial/mixed use and the development of an east-west collector. The City will be regulating designs to create consistency and quality products. There will be specified standards for fencing and landscaping with a range of options.

## NEXT MEETINGS

- **November 14 - Work Session**
- **November 21 – Work Session (if needed)**
- **November 28 – Work Session**
- **December 12 - Public Hearing**

## ADJOURNMENT

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Voigt; seconded by Commissioner Andes to adjourn at 8:05 p.m. **Motion** passed unanimously (4-0).

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Laurie Hugdahl, Recording Secretary

## MARYSVILLE PLANNING COMMISSION

November 14, 2006

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the November 14, 2006 meeting of the Marysville Planning Commission to order at 7:03 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes, Jerry Andes, Dave Voigt, Becky Foster

**Staff:** Gloria Hirashima, Community Development Director  
Kevin Nielsen, City Engineer  
Laurie Hugdahl, Recording Secretary

Chairman Muller noted the excused absences of Commissioners Steve Leifer and Toni Mathews.

### APPROVAL OF MINUTES

October 24, 2006 Minutes

**Motion** made by Commissioner Mathews; seconded by Commissioner Andes, to approve the October 24, 2006 Planning Commission minutes as presented. **Motion** passed unanimously (4-0).

### AUDIENCE PARTICIPATION

None.

### CURRENT BUSINESS

#### A. Preliminary Draft Whiskey Ridge Master Plan

Director Hirashima continued discussion on the Preliminary Draft. She noted that it has six alternatives. Staff plans to whittle it down to a preferred alternative. There will be a hearing on December 12 and an open house this Thursday at Sunnyside Elementary.

## Sewer

Kevin Nielsen reviewed the Whiskey Ridge sewer basins, noting that there is plenty of sewer in this area. Chairman Muller asked about the timeline for installation. Mr. Nielsen replied that the 15" pipe is in; the 12" gravity is going in. Most of it is already in, but soon the sewer will be to 44th. Chairman Muller asked about recovering the costs. Vice Chair Dave Voigt asked if the existing pump station has adequate capacity. Mr. Nielsen replied that it does. He noted that they could swap out the pumps if needed.

Mr. Nielsen then reviewed the water service in the area. He explained that it is currently served by Snohomish County PUD. The City has an agreement with them to take over from 83rd to Sunnyside, but will have to buy them out. The Whiskey Ridge area would have to go to a vote to take it over. He explained that this is a complicated and expensive process so they may leave it in the PUD service for now. The PUD has a major transmission line in the area and the capacity to support the area.

Commissioner Voigt asked if the Everett transmission line along 71st could be tied into. Mr. Nielsen responded that it definitely could. There are several things that can be done, but there is just no revenue to do it now.

## Stormwater

Mr. Nielsen stated that the Whiskey Ridge area is not conducive to regional detention. It is more practical for properties to do their own. He commented that infiltration rates are not very good in this area.

## Transportation

Staff met with WSDOT. The City may be able to have break in access across 92. WSDOT may move access from 60th to 528. The City hopes to:

- Tie 40th to Sunnyside and Highway 9
- Straighten out 67th and carry it on to 71st.
- Utilize 83rd as primary north-south connector (consultant preference)
- Utilize 87th as another north-south connector
- Utilize 79th and 71st and major roads

Chairman Muller asked if the State has a philosophy of access to the highway. Mr. Nielsen explained that they have spacing requirements, but there is some flexibility if good traffic flow can be demonstrated.

Chairman Muller asked about the process for determining where the roads are going to go. Ms. Hirashima replied that the City needs to lay it out in order to guarantee the availability of all the connections. There is an advantage to having

the engineering department map it and lay it out. She added that this will require coordination between approximately eight parcels.

Chairman Muller asked about funding. Ms. Hirashima explained that the secondary impact fee will be credited for right-of-way dedication and construction.

Commissioner Kvangnes asked if there are any houses in the way. Mr. Nielsen replied that there are not any from Highway 9 to 83rd.

Commissioner Voigt asked how many lanes it would be. Mr. Nielsen said possibly three but they are still waiting for traffic counts. Commission Voigt asked about speed limits. Mr. Nielsen said that is still to be determined.

Commissioner Voigt asked about the timeline. Gloria Hirashima explained that most of this will be developer driven.

Comments on preferred alternatives:

Chairman Muller said he preferred Alternatives 1 and 4. He referred to Alternative 4 and asked if it made more sense to run 44th down 87th or Densmore. Gloria Hirashima explained that there are actually more roads than are needed in the area. Staff believes it is better to identify some as major and minimize others. She added that Lake Stevens had commented that they liked the Mixed Use on their border on the north side of Soper Hill Road (as opposed to Commercial Business there). Chairman Muller suggested that Alternative 6 might have too much Mixed Use.

Vice Chair Voigt suggested a combination of Alternatives 4 and 6. He preferred the road configuration of 4, put into Alternative 6, but with less Mixed Use.

Mr. Voigt requested a bar chart that compares dwelling units, population, and employment for the different alternatives. Ms. Hirashima pointed to a section in the Draft that addressed this in table form.

There was some discussion about the City's vision for commercial in this area and its impact on traffic flow through the City. Ms. Hirashima stated that one of the goals of annexing this area was to get the commercial mix. Mr. Nielsen added that they are looking at many things to make the transportation successful.

## **NEXT MEETINGS**

- **November 28 – Work Session**
- **December 12 - Public Hearing**



## ADJOURNMENT

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Foster; seconded by Commissioner Kvangnes to adjourn at 8:12 p.m. **Motion** passed unanimously (4-0).

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Laurie Hugdahl, Recording Secretary

## MARYSVILLE PLANNING COMMISSION

November 14, 2006

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the November 14, 2006 meeting of the Marysville Planning Commission to order at 7:03 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes, Jerry Andes, Dave Voigt, Becky Foster

**Staff:** Gloria Hirashima, Community Development Director  
Kevin Nielsen, City Engineer  
Laurie Hugdahl, Recording Secretary

Chairman Muller noted the excused absences of Commissioners Steve Leifer and Toni Mathews.

### APPROVAL OF MINUTES

October 24, 2006 Minutes

**Motion** made by Commissioner Mathews; seconded by Commissioner Andes, to approve the October 24, 2006 Planning Commission minutes as presented. **Motion** passed unanimously (4-0).

### AUDIENCE PARTICIPATION

None.

### CURRENT BUSINESS

#### A. Preliminary Draft Whiskey Ridge Master Plan

Director Hirashima continued discussion on the Preliminary Draft. She noted that it has six alternatives. Staff plans to whittle it down to a preferred alternative. There will be a hearing on December 12 and an open house this Thursday at Sunnyside Elementary.

## Sewer

Kevin Nielsen reviewed the Whiskey Ridge sewer basins, noting that there is plenty of sewer in this area. Chairman Muller asked about the timeline for installation. Mr. Nielsen replied that the 15" pipe is in; the 12" gravity is going in. Most of it is already in, but soon the sewer will be to 44th. Chairman Muller asked about recovering the costs. Vice Chair Dave Voigt asked if the existing pump station has adequate capacity. Mr. Nielsen replied that it does. He noted that they could swap out the pumps if needed.

Mr. Nielsen then reviewed the water service in the area. He explained that it is currently served by Snohomish County PUD. The City has an agreement with them to take over from 83rd to Sunnyside, but will have to buy them out. The Whiskey Ridge area would have to go to a vote to take it over. He explained that this is a complicated and expensive process so they may leave it in the PUD service for now. The PUD has a major transmission line in the area and the capacity to support the area.

Commissioner Voigt asked if the Everett transmission line along 71st could be tied into. Mr. Nielsen responded that it definitely could. There are several things that can be done, but there is just no revenue to do it now.

## Stormwater

Mr. Nielsen stated that the Whiskey Ridge area is not conducive to regional detention. It is more practical for properties to do their own. He commented that infiltration rates are not very good in this area.

## Transportation

Staff met with WSDOT. The City may be able to have break in access across 92. WSDOT may move access from 60th to 528. The City hopes to:

- Tie 40th to Sunnyside and Highway 9
- Straighten out 67th and carry it on to 71st.
- Utilize 83rd as primary north-south connector (consultant preference)
- Utilize 87th as another north-south connector
- Utilize 79th and 71st and major roads

Chairman Muller asked if the State has a philosophy of access to the highway. Mr. Nielsen explained that they have spacing requirements, but there is some flexibility if good traffic flow can be demonstrated.

Chairman Muller asked about the process for determining where the roads are going to go. Ms. Hirashima replied that the City needs to lay it out in order to guarantee the availability of all the connections. There is an advantage to having

the engineering department map it and lay it out. She added that this will require coordination between approximately eight parcels.

Chairman Muller asked about funding. Ms. Hirashima explained that the secondary impact fee will be credited for right-of-way dedication and construction.

Commissioner Kvangnes asked if there are any houses in the way. Mr. Nielsen replied that there are not any from Highway 9 to 83rd.

Commissioner Voigt asked how many lanes it would be. Mr. Nielsen said possibly three but they are still waiting for traffic counts. Commission Voigt asked about speed limits. Mr. Nielsen said that is still to be determined.

Commissioner Voigt asked about the timeline. Gloria Hirashima explained that most of this will be developer driven.

#### Comments on preferred alternatives:

Chairman Muller said he preferred Alternatives 1 and 4. He referred to Alternative 4 and asked if it made more sense to run 44th down 87th or Densmore. Gloria Hirashima explained that there are actually more roads than are needed in the area. Staff believes it is better to identify some as major and minimize others. She added that Lake Stevens had commented that they liked the Mixed Use on their border on the north side of Soper Hill Road (as opposed to Commercial Business there). Chairman Muller suggested that Alternative 6 might have too much Mixed Use.

Vice Chair Voigt suggested a combination of Alternatives 4 and 6. He preferred the road configuration of 4, put into Alternative 6, but with less Mixed Use.

Mr. Voigt requested a bar chart that compares dwelling units, population, and employment for the different alternatives. Ms. Hirashima pointed to a section in the Draft that addressed this in table form.

There was some discussion about the City's vision for commercial in this area and its impact on traffic flow through the City. Ms. Hirashima stated that one of the goals of annexing this area was to get the commercial mix. Mr. Nielsen added that they are looking at many things to make the transportation successful.

## **NEXT MEETINGS**

- **November 28 – Work Session**
- **December 12 - Public Hearing**

## ADJOURNMENT

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Foster; seconded by Commissioner Kvangnes to adjourn at 8:12 p.m. **Motion** passed unanimously (4-0).

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Laurie Hugdahl, Recording Secretary

## MARYSVILLE PLANNING COMMISSION

December 5, 2006

6:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the December 5, 2006 meeting of the Marysville Planning Commission to order at 6:00 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes (left at 6:40), Jerry Andes, Dave Voigt, Becky Foster, Steve Leifer

**Staff:** Gloria Hirashima, Community Development Director  
Laurie Hugdahl, Recording Secretary (arrived 6:40)

Chairman Muller noted the excused absence of Commissioner Toni Mathews.

### APPROVAL OF MINUTES

November 14, 2006 Minutes

**Motion** made by Commissioner Foster; seconded by Commissioner Voigt, to approve the November 14, 2006 Planning Commission minutes as presented.

**Motion** passed unanimously (5-0).

### AUDIENCE PARTICIPATION

None.

### CURRENT BUSINESS

#### A. Marysville, Lakewood and Lake Stevens School Districts' Capital Facility Plans

Marysville School District

Jim Baker, Marysville School District, reviewed plan and highlights:

- 2005 – 2% Growth
- 6 yr – 10.3% increase
- 30% growth projected from County OFM

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December 5, 2006 Meeting Minutes  
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Becky Foster had questions about how bond passage affects impact fees.

Steve Muller thought 196,199 valuation number is outdated. Jim Baker stated that the entire unit inventory reflects an average assessed value of 196,199.

Denise Stiffarm, attorney representing Marysville School District from Preston Gates Ellis explained that the average assessed value is used within the state, county and city ordinances because that is the easiest number to obtain. Steve Muller felt that the numbers are dated to probably 2004. Denise Stiffarm stated that the discount provides 25% measure to account for deficiencies and inaccuracies. The average assessed value is the norm. The alternative is to change the ordinance and then the District would request that the discount also be studied.

#### Lakewood School District

Fred Owyn explained that the impact fees have increased:

- Single family     \$4,148
- Multi-family     \$2,328

They are using the County numbers from the comprehensive plan update. These reflect 25% student enrollment increase. Construction costs have been reviewed and updated to \$11 million in school improvements. Student generation rates are up. The tax rate has increased which lowers the credit.

#### Lake Stevens School District

Helen Henderson reviewed the impact fees:

- Single family     \$6,614             .721 students per dwelling unit
- Multi-family     \$2,256             .298 students per dwelling unit

The student generation rate shows an increase. Projections used for growth are conservative. Numbers are lower for 2006 enrollment than have occurred. Schools are full and any additional growth at middle/high school level will result in unhoused students.

She explained that the State match estimated 40%, but the actual is 33%. The current assessed value for a single family is \$213,761.

She noted that a new elementary school is needed within five years for the projected 500 additional unhoused students.

Steve Leifer asked about the use of 10 years for tax credit. Ms. Henderson explained that the 10-year tax credit is based on average life of construction bond. This is the standard used in Washington State.

The hearing was set for January 9, 2007.

## **B. Draft East Sunnyside/Whiskey Ridge Subarea Plan**

Gloria Hirashima commented on the recent Whiskey Ridge open house. She noted that there is a lot of development speculation going on. Many people are planning on selling. Chairman Muller asked about comments on the proposed commercial zoning. Ms. Hirashima stated that there had not been much comment on that at the open house.

Director Hirashima discussed the secondary impact fee. She explained that everyone in the Whiskey Ridge area would be paying a secondary fee on top of the regular impact fee, but property owners on the proposed alignments would be given credit for the secondary impact fees.

Steve Leifer asked about the preferred alternatives. Ms. Hirashima distributed the preferred alternative. She noted that is close to Alternative 4.

Steve Muller asked about the possibility of a regional park. Director Hirashima stated that they are trying to get a regional park on a voluntary basis. She discussed using density incentives as a way to achieve this. She distributed the Residential Density Incentives, noting that these are tools to get the improvements made.

Steve Muller asked about requirements for gateways, screening, and landscaping. He commented that most people would like to see something nicer with more consistency. Gloria Hirashima agreed that it is important to have guidelines. She noted that the requirements would probably be in the form of common features or materials, but would not be required to be exactly alike.

Director Hirashima then reviewed the preferred alternative and discussed planned arterials. Steve Leifer asked about the difference between mixed use and commercial zone. Ms. Hirashima explained this. Commissioner Leifer commented that this is a tremendous improvement to Alternative 4. He commended the staff for doing a great job as far as property owners' rights. Chairman Muller concurred.

Vice Chairman Voigt questioned the transition between multi-family and single family high density on Sunnyside School Road and 60<sup>th</sup>. Ms. Hirashima replied that they had received positive comments on this arrangement.

She explained that there are two improvements that are eligible for the secondary impact fee credit. These are 67<sup>th</sup> Avenue and 40<sup>th</sup> Street. Both will



need to be partially city-aided and constructed. The impact fee total will be approximately \$4,000 per PM Peak Hour Trip.

Steve Leifer asked how this all fits in with the 6-year plan or the 20-year plan. Ms. Hirashima replied that the 67<sup>th</sup> to 71<sup>st</sup> Street connection and 40<sup>th</sup> Street would be approached in the plans. The rest would be developer driven.

Commissioner Leifer addressed the inequity of owners not in those areas having to do frontage improvements and having to pay both impact fees. Ms. Hirashima replied that this is the price to change from a rural area to an urban area. She distributed Sunnyside Frontage Improvements, Fall 2006 and discussed pedestrian connections and bonus incentives for frontage improvements.

Ms. Hirashima stated that the staff report would be out by the end of the week. The hearing will be held next Tuesday, December 12.

## NEXT MEETINGS

- **December 12, 2006 - Public Hearing**
- **January 9, 2007 – Public Hearing**

## ADJOURNMENT

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Voigt; seconded by Commissioner Foster to adjourn at 7:30 p.m. **Motion** passed unanimously (4-0).

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Laurie Hugdahl, Recording Secretary

## MARYSVILLE PLANNING COMMISSION

December 12, 2006

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the December 12, 2006 meeting of the Marysville Planning Commission to order at 7:00 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes, Jerry Andes, Dave Voigt, Becky Foster, Steve Leifer, Toni Mathews

**Staff:** Gloria Hirashima, Community Development Director  
Kevin Nielsen, City Engineer  
Laurie Hugdahl, Recording Secretary

### APPROVAL OF MINUTES

None.

### AUDIENCE PARTICIPATION

None.

### PUBLIC HEARING

#### A. Whiskey Ridge Subarea Plan, Zoning and Development Regulations

Gloria Hirashima stated that the hearing had been advertised according to the requirements. She gave an overview of the Whiskey Ridge area as part of the City of Marysville's Comprehensive Plan Subarea Plan. The Draft Subarea Plan was issued in October. There have been open public workshops held with the Planning Commission. There was an public open house held at Sunnyside Elementary in November and public comments have been taken throughout the process.

Staff's preferred alternative is reflected on the draft that was distributed tonight. It is very similar to Alternative 4. It includes all the key concepts as outlined on pages 4-16 and 4-17 of the Draft East Sunnyside –Whiskey Ridge Subarea Plan. She explained that there would be a secondary impact fee of \$3,094 per PM Peak Hour Trip. This would be in effect anywhere in the master plan area,

including the expansion area. She noted that the expansion area is reflected in this final master plan.

Director Hirashima reviewed Chapter 19.26, Residential Density Incentives. She noted that this provides a broader range of incentives for people to utilize in this area. She explained that the secondary impact fee would be creditable toward right-of-way construction and dedication costs in certain areas.

Commissioner Leifer asked where the money from the secondary impact fee would be going. Director Hirashima explained that it would be going for the construction of two roads: 67<sup>th</sup> Avenue to 71<sup>st</sup> and the 40<sup>th</sup> Street Extension.

Commissioner Foster asked how the development community responded to the credit. Ms. Hirashima replied that she had not heard.

Commissioner Leifer asked if some of the funds would go to the acquisition of right of way. Ms. Hirashima affirmed that they would.

Chairman Muller discussed the process for public testimony.

City Engineer Kevin Nielsen reviewed the factors that were considered in creating the draft. These included existing structures, topography and trying to split some property lines.

*Public Testimony:*

Brent Paylor, 3517 – 87<sup>th</sup> Avenue NE, stated that he has five acres directly at the intersection of Highway 9 and 92. He noted that all of the alternatives require that his home be leveled. His biggest concern is the secondary impact fees and how they will be able to fairly compensate him for his property. He asked if an individual next to him chooses to develop his 10 acres would he be forced to develop his part of the road. Director Hirashima explained that they would look at this at a development level. A large project would probably be responsible for building the majority of the road. Kevin Nielsen explained the process of road development and secondary impact fees for this area. He assured Mr. Paylor that he would receive fair market value for his home.

Mike Pattison, Master Builders Association, 335 – 116<sup>th</sup> Avenue SE, Bellevue, 98004, expressed several concerns. His first concern was regarding the process. He claimed that there had been insufficient notice given to the public. His second concern regarded the ability of developers to provide affordable housing. His third concern was regarding the secondary impact fee. He strongly objects to this fee. He stated that it must be based on the TIP and must be based on the impacts of new development. The City must have a share of the costs and show how they intend to fund it.

Commissioner Leifer asked him what his proposal might be to fill in the gap for that secondary fee related to costs incurred for right-of-way compensation and construction. Mr. Pattison stated that he had not had sufficient opportunity to review the plan and would need more time.

Gloria Hirashima commented that an alternative could be the formation of a Road Improvement District. She explained the process for this. Kevin Nielsen thought that the secondary impact fee might actually be a better deal for the developers.

Chris Bandoli, Barclays North, 10515 – 20<sup>th</sup> Street SE, Everett, WA 98204, expressed concerns about some parcels that are in the expansion area. The requirements of this plan are going to impact the viability of those parcels. He asked about projects that are already in process.

Ms. Hirashima explained that the Master Plan would apply only if the property is not vested. Mr. Bondoli asked if there are any improvements that are going to be required of projects to contribute to the community-feel mentioned, such as arterial streetscape treatment. There was some discussion regarding Residential Density Incentives. Mr. Bandoli concluded by stating that he has major concerns about the plan.

David Toyer, Barclays North, 10515 – 20<sup>th</sup> Street SE, Everett, WA 98204, expressed concern regarding the secondary impact fee. He stated that this fee was shocking and amounts to a doubling of the impact fee for these projects. He is concerned about all of the combined fee increases. He is also opposed the base density going from 6 to 4.5 dwelling units per acres, saying that this is a downzoning. This combined with the increased fees is too much. He stated that he has legal issues associated with the secondary impact fees because it is an inequitable system. He recommended adding these to the TIP and making everybody in the city share in these costs. The Whiskey Ridge area should not have to pay for all these improvements by itself.

Chairman Muller asked for his comments regarding the road alignments. Mr. Toyer replied that this is an engineering challenge.

Vice Chairman Voigt asked if he was satisfied with the RDIs. Mr. Toyer replied that he had not looked at them in detail. His main concern is with the downsizing. The additional requirements may not be worth the higher density.

Shelly Thomas, 3626 -87<sup>th</sup> Avenue, commented that they did not have a chance to review the Subarea Plan until Saturday. Ms. Thomas asked about the timeline for road development. Ms. Hirashima explained that it would depend on development. Ms. Thomas suggested an alternative road alignment between 83<sup>rd</sup> and SR92. Kevin Nielsen said that this alignment would result in a backup on

Highway 9 and WSDOT would not allow it. Ms. Thomas summarized that any of these plans would greatly affect the quality of life for residents in the area.

Dick Pederson, 7030 – 57<sup>th</sup> Drive North, concurred with staff that the SR92 connection is a very vital connection.

Thomas Sykes, 3306 – 87<sup>th</sup> Avenue NE, stated that the impact is too great. Widening 87<sup>th</sup> is excessive. Residents will not be fairly compensated for the loss of their property. This is too much commercialization and too many developments. None of the six alternatives would be acceptable. He asked about the differences between mixed-use, commercial business and commercial zoning. Gloria Hirashima explained this. Mr. Sykes requested more time for community input. He is concerned about what this will do to property taxes. Chairman Muller responded that property taxes would not really change until utilities are available. He discussed the Planning Commission's vision for this area.

Duane Wiseman, 8805 East Sunnyside School Road, thinks that the Planning Commission has taken a pretty good path to get the best possible alternative for everybody. He expressed concerns about single family housing adjacent to Highway 9. He suggested that more of a portion along Highway 9 have higher densities and commercial uses to help pay for some of the road improvements. He requested more time for this process.

Lynn Wiseman, 5716 – 83<sup>rd</sup> Avenue NE, concurred with many of the comments. She expressed appreciation for the work that has been done in terms of parks and trails. She also would like more time to look at the revisions.

Gale Prouty, 5808 83<sup>rd</sup> Avenue NE, concurred with Lynn Wiseman. She stated that she also would like more time.

Mark Hibbert, 5808 83<sup>rd</sup> Avenue NE, agrees with concerns about the timing of receiving this draft. He requested a glossary to help citizens wade through the massive information. He expressed concerns about the fees and how they can get paid.

Tom King, 3103 East Sunnyside Blvd., expressed concerns about the parks and trails in the area. He is aware of a 5-acre piece and a 10-acre piece that could be used for a regional park. He encouraged the Planning Commission to consider this.

Ken White, 3303- 87<sup>th</sup> NE, Marysville, WA 98205, stated that he is opposed to the Plan, but appreciates the work that the Planning Commission has done and its vision. He reiterated that he is only opposed at this time because the process for citizen input has been inadequate. He wants residents to be more fully

recognized as stakeholders in this process and wants to help create a cooperative plan. He presented a petition on behalf of a new organization, the East Sunnyside Neighborhood Committee (representing the pink section on the map). There are 15 members who signed the petition and who support a delay in approving the Whiskey Ridge Master Plan. They are also requesting that developers participate in a Community Benefit Agreement with effected neighborhoods.

Vice Chairman Voigt referred to pages 4-14 and 4-15 that lay out the vision that the Planning Commission has created. He questioned the use of a Community Benefit Agreement, stating that it seems redundant. Mr. White reiterated concerns about the process and the lack of community input in creating the vision. He agreed that the CBA might not be appropriate for this community. He was not aware that there had been previous workshops. He is concerned about the lack of notification.

Kristin Kelly, Snohomish County Program Director for Future Wise, reviewed the history of the Growth Management Board regarding this area. She is concerned about the transportation element. She stated that the citizens need more time to have an input on their neighborhoods. She agrees with the secondary impact fees. She noted that growth costs money and if development does not pay then property owners will have to.

Mark Hibbert, 8512 East Sunnyside School Road, asked if the expansion area is included in the current draft. Gloria Hirashima replied that it is.

Becky Ableman, Planning Director, City of Lake Stevens, expressed support for this draft. She noted that they will be sharing a common city boundary once the annexation occurs south of Soper. They are looking forward to working with the City of Marysville on this.

*Commissioner Discussion:*

Becky Foster noted the need for more time.

Deirdre Kvangnes emphasized that they want to master plan this and that they want to be proud of the area. The Planning Commission is committed to this vision. She assured citizens that the Planning Commission wants and values their input. She agreed that they need more time.

Jerry Andes concurred with the need for more time.

Dave Voigt suggested looking at the legal issues surrounding the traffic impact fees. Gloria Hirashima said they could look into this. She noted that this is the mechanism by which these projects would be added to the TIP. She discussed

examples of ranges of fees in other areas. Mr. Voigt felt that it was fair to give the citizens more time.

Becky Foster supported a continuation of the hearing. The Planning Commission has been working on this for a long time and wants it to be very nice. They want the citizens to be proud of their neighborhood.

Steve Leifer stated that the citizens would like to preserve what they have there. He would like to know how many residents would like to see their property remain at the single family low density.

Toni Mathews agrees with the public that we need more time. She asked what could be done to give better notification of workshops and meetings.

Gloria Hirashima explained that they had mailed to every house in the expanded master plan area for the open house and for this hearing. They also advertised in the paper. She suggested announcing the date for the continuance hearing so that those in attendance tonight would be informed. She would also like to have a more informal workshop between now and the continuance.

**Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes, to continue this hearing until January 23, the 4<sup>th</sup> Tuesday in January. **Motion** passed unanimously (6-0).

## COMMENTS FROM COMMISSIONERS

Chairman Muller thanked the public for their attendance and input.

## NEXT MEETINGS

- **January 9, 2007** – Informal Workshop regarding the East Sunnyside/Whiskey Ridge Subarea Plan; Public Hearing – Marysville, Lakewood and Lake Stevens School Districts' Capital Facilities Plans
- **January 16, 2007** – Planning Commission Workshop
- **January 23, 2007** – Continuance of the Public Hearing for the East Sunnyside/Whiskey Ridge Subarea Plan

## ADJOURNMENT

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Foster, seconded by Commissioner Voigt to adjourn at 8:50 p.m. **Motion** passed unanimously (6-0).

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Laurie Hugdahl, Recording Secretary



## MARYSVILLE PLANNING COMMISSION

January 23, 2007

7:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the January 23, 2007 meeting of the Marysville Planning Commission to order at 7:00 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes, Jerry Andes, Dave Voigt, Becky Foster, Steve Leifer, Toni Mathews

**Staff:** Gloria Hirashima, Community Development Director  
Kevin Nielsen, City Engineer  
Laurie Hugdahl, Recording Secretary

Chairman Muller noted the presence of all commissioners.

### APPROVAL OF MINUTES

#### December 5, 2006

*Motion made by Commissioner Voigt, seconded by Commissioner Foster, to approve the December 5, 2006 minutes as presented. Motion passed unanimously (6-0).*

#### December 12, 2006

*Motion made by Commissioner Kvangnes, seconded by Commissioner Foster, to approve the December 12, 2006 minutes as presented. Motion passed unanimously (6-0).*

#### January 9, 2007

*Motion made by Commissioner Mathews, seconded by Commissioner Andes, to approve the January 9, 2007 minutes as presented. Motion passed unanimously (6-0).*

### AUDIENCE PARTICIPATION

None.

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## **PUBLIC HEARING (continued from 12/12/06)**

### **East Sunnyside/Whiskey Ridge Subarea Plan, Zoning and Development Regulations**

Chairman Muller opened the hearing at 7:08 p.m. Community Development Director Gloria Hirashima reviewed the purpose of the hearing and updated the Commission and the public on activity since the first part of this hearing on December 12, 2006. She explained that this would be a continuance of that first hearing. Ms. Hirashima read a memo that she had written to the Planning Commission, dated January 23, 2007, entitled "Public Hearing on 1/11 and Master Plan Options." The memo outlined options for treatment of the expanded boundary area as follows:

1. Leave the area in the Subarea Plan
2. Remove from the Subarea Plan
3. Leave the area in the Subarea Plan, but with modifications.

Director Hirashima then reviewed staff's changes to the Residential Density Incentives (RDIs). Staff was recommending a change in the ratios given to frontage improvements, pedestrian improvements and walkability since these costs had escalated. The option for a fee "in lieu of" had also been added. She noted that the Gateway Plan was approved by the City Council and this has been included in the incentive chart.

#### *Public Testimony:*

Steve Johnson, Pacific Ridge Homes, 17921 Bothell Everett Highway, Bothell, WA 98012

Mr. Johnson reiterated that they were opposed to expansion of the Master Plan to the expansion area, however, if it is included he supported keeping the 6.5 zoning. He also suggested changing the base density in residential areas to 5.5 since it is extremely difficult to reach 6 – 6.5 units per acre.

Lynn Eshleman, Pacific Ridge Homes, 17921 Bothell Everett Highway, Bothell, WA 98012

Ms. Eshleman felt that the cost of road improvements should be born by the entire City, not just the Whiskey Ridge area. She encouraged the City to add this to their TIP. She did not support the portion of the master Plan regarding road improvements.

Chris Bandoli, Barclays North, 10515 20<sup>th</sup> Street SE, Everett, WA 98205

Mr. Bandoli stated that he was strongly opposed to including the expansion area in the Master Plan. He also stated that mandating RDIs increases prices beyond affordable housing.

Mike Pattison, Master Builders' Association, 335 116<sup>th</sup> Avenue SE, Bellevue, WA 98004

Mr. Pattison spoke in opposition to the secondary impact fees. He encouraged the Planning Commission to highlight their concern about the legality of the secondary impact fee.

Darlene Salo, 3620 – 87<sup>th</sup> Avenue NE, Marysville

Ms. Salo spoke against Road Improvement Districts (RIDs). She encouraged an alternative road alignment utilizing 83<sup>rd</sup> Avenue. She stated that this would substantially reduce private property right-of-way easements and protect the watershed area.

Ken White, 3303 87<sup>th</sup> Avenue NE, Marysville

Mr. White spoke against the Subarea Plan since property rights are fundamental constitutional rights. He was opposed to the 40<sup>th</sup> Street extension as not being in the interest of residents in the neighborhood. He supported the secondary impact fees to force developers to “pay their own way.” He spoke against RIDs because he did not feel that property owners should be forced to pay. He requested further continuance of this process.

Tom Sykes, 3306 87<sup>th</sup> Avenue NE, Marysville

Mr. Sykes concurred with Darlene Salo and Ken White's comments. He was opposed to RIDs because homeowners should not be forced to pay for development. He felt that this should be paid in the form of impact fees.

Aaron Hollingberry, Camwest, 9720 NE 120<sup>th</sup> Place, Kirkland, WA

Mr. Hollingberry felt that the impact fees were reasonable although he suggested a recalculation of those by utilizing either a single fee or establishing zones in the City. He was opposed to the secondary impact fee on top of the pre-annexation fee.

Shelly Thomas, 3726 87<sup>th</sup> Avenue NE, Marysville

Ms. Thomas spoke in opposition to the Highway 9 extension to 40<sup>th</sup> because the road would go through 20+ prime view properties and create dangerous intersections. She was opposed to the RIDs because property owners should not

have to pay for improvements that they do not want. She was in favor of developers paying for improvements.

Aaron Metcalf, Belmark Homes, 505 Cedar Avenue, Suite B1, Marysville

Mr. Metcalf recommended a provision that allows for master planning of projects that cover two different zones. He expressed concern about the right-of-way requests along 83<sup>rd</sup> Avenue NE and the 25' landscape buffer on Soper Hill Road.

Mike Hansen, PO Box 1304, Marysville, Innovative Investments

Mr. Hansen spoke regarding properties east of 75<sup>th</sup> and north of 44<sup>th</sup> and said he was opposed to being included in the expansion plan area. Their project had been based on the 6.5 zoning and he opposed the 4.5 zoning. He was in support of options 1, 3, or 4. Overall, he commended the work done by the Planning Commission.

Ken Elsea, 5418 87<sup>th</sup> Avenue NE

Mr. Elsea spoke on behalf of his mother who lives at this property. He said they were having difficulty with the clarification of terms such as high density. He requested remaining at 6.5 zoning or giving a clear way that they can achieve that density.

Matt Bolin, 25 Central, Suite 300, Kirkland, WA 98034

Mr. Bolin stated that he has two properties in the expansion area and had purchased the property relying on the 6.5 zoning. The 4.5 zoning would represent a severe hardship to him. He spoke in opposition to downzoning of his property. He also commented that RDIs are not relevant for small parcels.

Seeing no further public testimony, Chairman Muller closed the public hearing at 7:48 p.m.

*Commission Discussion*

Commissioner Andes asked about the effective date and vesting. Director Hirashima said that it would possibly be effective in March. As far as vesting, in the expansion area they would be vested if the development application is filed. For other areas they are undesignated until the Master Plan is complete so they are not able to be vested.

Commissioner Voigt asked when the impact fee would normally be recalculated. Director Hirashima said that occurs every two years with the Transportation Plan Update. City Engineer Kevin Nielsen addressed TSAs. He said that those also have the same issues with dividing zones and fairness. He stated that the current impact

fee is discounted as well as using old construction numbers. He feels that there is some urgency to recalculate this fee soon or change the discount. His opinion is that RIDs are not as fair as traffic impact fees.

Commissioner Leifer asked if recalculation of the fee would impact the secondary impact fee. Mr. Nielsen stated that they would all be included. He discussed how some areas in Marysville are exempted now. He feels that the current method is the fairest for development.

Commissioner Voigt asked when the secondary impact fee would expire. Kevin Nielsen said that once 40<sup>th</sup> and 71<sup>st</sup> are built it would probably go away.

Commissioner Leifer stated that the options, as he sees them, are that the City might come up with a new fee; the Subarea might have an initial impact fee plus the secondary impact fee; or there might be one single fee in the Subarea. Director Hirashima stated that the funding needs come from portions of road that developers will not cover as well as credit for right-of-way. Commissioner Leifer thought that the secondary impact fee was a logical way of handling this. He did not think that RIDs are a good idea for this area.

Commissioner Leifer asked Kevin Nielsen about the idea of bringing SR92 straight to 83<sup>rd</sup>. Mr. Nielsen explained that 83<sup>rd</sup> clogs up. It is primarily a north-south collector.

Commissioner Leifer then asked about Aaron Metcalf's concern about right-of-way on 83<sup>rd</sup>. Mr. Nielsen replied that development on the west side had occurred in the county and more right-of-way will be required on the east side to meet road standards.

Finally, Commissioner Leifer asked about leaving the 6.5 zoning in the expansion area. Ms. Hirashima replied that she thinks most people would see this as an acceptable compromise.

Chairman Muller asked if the secondary fee calculation was based on the existing traffic mitigation fee. Mr. Nielsen explained that the secondary fee was based on new trips in that area and the construction costs for road improvements in that area. Chairman Muller asked about having a service area. Mr. Nielsen explained that this would be very difficult. Chairman Muller asked about a more equitable way to handle that service area. Mr. Nielsen replied that there are many ways to look at it. Commissioner Leifer stated that he thought a citywide impact fee would be a logical method. Commissioner Foster asked about those that had already paid for their roads. There was some discussion about how a citywide impact fee would impact residents.

Commissioner Leifer asked about giving a credit to those that already paid into the RID. Director Hirashima said they have done some of that, but the RID fee is relatively small compared to the current impact fee.

Chairman Muller asked about density incentives. Gloria Hirashima said that you would have to use several incentives to maximize density and use offsite incentives as well as onsite incentives.

Commissioner Kvangnes suggested that it might be time to reevaluate the discount. Ms. Hirashima concurred. She said that this will be addressed with the Transportation Plan Update with a review of the overall impact fees. She expects that those will dramatically increase.

Chairman Muller reviewed the Planning Commission's goals for the Master Plan in creating a different kind of development. He stated that it is very important to them that it look good and there may be some concessions that need to be made along the way. Another goal is to have a great traffic plan along with a mixed-use community that is walkable.

Commissioner Andes was in favor of keeping the 4.5 zoning in the original Master Plan area and keeping 6.5 in the expansion area. He concurred with Commissioner Leifer that RIDs would not be best for this area. He spoke in support of a citywide assessment or the secondary impact fee.

Commissioner Foster concurred with keeping the 6.5 zoning in the expansion area.

*Motion made by Commissioner Leifer, seconded by Commissioner Voigt, to forward the Preferred Alternative, Option 3, to the City Council for approval. The Planning Commission recommends that traffic impact fees would be the primary means for recovering improvements in the area and that 6.5 would remain the base zoning in the expansion area. Motion passed unanimously (6-0).*

Commissioner Kvangnes expressed concern about the debt. She recommended considering the citywide impact fee to adequately cover improvements. Mr. Nielsen stated that with the large retail the land value has gone through the roof. Costs have escalated the need for improvements.

*Motion passed by Commissioner Voigt, seconded by Commissioner Foster, to approve miscellaneous plan revisions per staff request. These include:*

- 1. Language allowing density averaging for properties over 15 acres.*
- 2. Change status of 54<sup>th</sup> Street from minor arterial to collector status.*

*Motion passed unanimously (6-0).*

*Motion made by Commissioner Foster, seconded by Commissioner Andes, to approve Chapter 19.26, Residential Density Incentives, as amended and presented by staff. Motion passed unanimously (6-0).*

## **NEXT MEETINGS**

- **February 13**

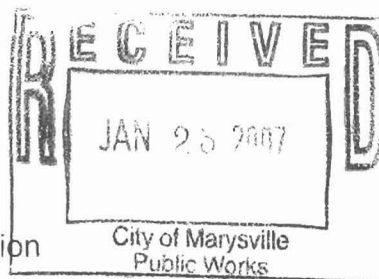
## **ADJOURNMENT**

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes to adjourn at 8:38 p.m. **Motion** passed unanimously (6-0).

---

Laurie Hugdahl, Recording Secretary

January 22, 2007



Marysville Planning Commission  
80 Columbia Avenue  
Marysville, WA 98270

**RE: Opposition to Master Plan Expansion Area for Whiskey Ridge**

Dear Commissioners:

On behalf of Barclays North, Inc., I am writing to express our opposition to the inclusion of the expansion area within the Whiskey Ridge Master Plan, an approach currently being advocated by city staff in its preferred alternative.

When the City of Marysville began the process of adding the Whiskey Ridge-East Sunnyside neighborhood to the City, our understanding was that this expansion area was not intended to be part of the Master Plan Area, but may be looked at to be included at a future date. Beyond a desire to have more control over development in the expansion area, no other reasoning has yet been put forth for the decision to change course and include the expansion area in the Master Plan. Further, of the plan alternatives circulated prior to the preferred alternative being released, none showed the "potential" expansion area as a part of the subarea plan. The inclusion of this area now impacts the planning that new development had already initiated for future projects in the expansion area.

Among other provisions of the Master Plan that will now be imposed upon the expansion area, the base density for the Single Family High zone will be lowered from the County-approved level of 6.5 units per acre to 4.5 units per acre. To further worsen the problem, this preferred alternative plan, which already includes numerous mandatory street and frontage improvements, will allow the achievement of previous planned for densities only if a developer subscribes to proposed Residential Density Incentives (RDI).

This change in density will have a profound negative impact on the viability of projects initiated under the assumption of achieving densities far greater than 4.5 units to the acre. Additionally, this change in density, coupled with the requirement to use RDI to achieve intended densities, will further push increases in new housing prices that have already been inflated by other fees increases. This new policy approach to encouraging design amenities in residential development will further increase the housing affordability gap.





MMC 19.26.010 discusses that a prominent aspect of the City's RDI intent is to create affordable housing. However the use of the RDI code in order to achieve assumed densities actually works against providing affordable housing, requiring developers to provide additional amenities in order to achieve adequate urban densities.

Another aspect of the preferred alternative that further erodes housing affordability in the subarea is the so-called "secondary impact fee". We submitted a letter (December 22) and testimony (December 12 public hearing) expressing our opposition to this funding tactic and reiterate that opposition here. We ask that the Planning Commission explore other more equitable alternatives to raise the desired funding, such as including these projects within the existing transportation improvement plan cost basis or utilizing a city initiated LID.

In conclusion, we ask the Planning Commission to remove the expansion area from the final adopted plan and strike the secondary impact fee from the Whiskey Ridge Subarea Master.

Thank you for your time and consideration. Should you have questions, please do not hesitate to contact me at any time.

Sincerely,

A handwritten signature in black ink that reads "Chris Bandolf". The signature is written in a cursive, slightly slanted style.

Chris Bandolf  
Government Affairs Manager

cc: Honorable Mayor Kendall  
Ms. Gloria Hirashima, Director of Community Development  
Marysville City Council

## COMMENT SHEET

### City of Marysville – Whiskey Ridge Master Plan

**Names:** Tom and Elaine Sykes  
**Address:** 3306 87<sup>th</sup> Ave NE, Marysville, WA 98270  
425-335-3623

**Please identify aspects of the alternatives that you like or agree with, and why:**

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

We request that the Planning Commission take a strong stand against the use of Road Improvement Districts (RIDs) in our neighborhood. Homeowners such as ourselves who prefer to continue living in the neighborhood should not be forced to pay for infrastructure that benefits only the developers and real estate agents. This practice would force people to sell their property in order to pay the fees. Infrastructure costs should be covered in the form of "impact fees" and should be paid by developers and others who benefit from the development.

*Tom + Elaine Sykes*



*The Builder of Choice.*

17921 Bothell-Everett Hwy, Suite 100

Bothell, WA 98012

Office: 425-438-8444

425-939-1155

Fax: 425-438-8944

January 23, 2007

TO: City of Marysville Planning Commission

FROM: Pacific Ridge Homes

RE: East Sunnyside-Whiskey Ridge Sub-area Plan

**Master Plan/RDI Comments**

- Oppose the proposed expansion area within the sub-area plan:
  - This area has been shown on the City comprehensive plan and zoning map as Single Family High R6.5.
  - If the overall density is lowered it will affect the previous land capacity analysis that was done for the recently updated Comprehensive plan.
  - Significant resources have been expended for planning and design of projects at the existing zoning designation of R 6.5.
  
- We have found it nearly impossible to achieve a density of 6.5 du/ac using the proposed base density of 4.5 du/ac and on-site RDI bonuses. We feel that a higher base density perhaps of 5.5 du/ac in conjunction with the RDI options would help the City achieve their intent with the master plan area of developing an urban community with a mix of housing types and densities.
  
- Implementation of the RDI requirements will require more money spent or property lost to achieve the density incentives. With the overall cost of land and construction increasing it is difficult to add additional costs to the development and have it continue to work financially. These additional costs will affect the overall affordability of housing in the area.

Sincerely,

Kyle Lublin  
Pacific Ridge Homes

**From:** "Susan Babich" <susanb@carlson-vti.com>  
**To:** <ghirashima@ci.marysville.wa.us>  
**Date:** 01/23/2007 3:06:36 PM  
**Subject:** Sunnyside-Whiskey Ridge Subarea Plan

Gloria,

I am writing to you in regard to the RID tax proposed in our area. The way I look at it is that first.. I could never afford to pay the RID taxes that have been estimated to perhaps reach \$18,000 per household and seems way off base that I pay money for someone else to profit. Second... the developers are the ones that should be paying these taxes via Impact Fees as they are the ones who benefit from development not me !

I cannot fathom how the Planning Commission could think this is an equitable and fair solution... The homeowners pay the taxes and the developers make the money ??????? Not exactly what I had in mind. I'd like to stay where I am and not be forced to move because the Marysville Planning Commission is not listening to the land owners and citizens.

I am OPPOSED to the RIDS plan.

Sincerely,  
Susan Babich  
3614 87th Ave NE  
Everett, WA 98205

**CC:** <goldtales7@comcast.net>

**From:** <stacidawn@comcast.net>  
**To:** <ghirashima@ci.marysville.wa.us>  
**Date:** 01/23/2007 8:32:06 AM  
**Subject:** Tonights Commision Meeting

Ms. Hirashima,

In regards to the Whiskey Ridge Annexation and the impact fees and RIDs, why do you (the Commision and whoever else is involved,) feel that the RIDs should be passed on to us, the homeowners? WE DID NOT CHOOSE to be annexed, we were FORCED, and WE DO NOT CHOOSE TO SELL our properties to have this area destroyed by the city of Marysville.

Any RIDs should be passed on to the developers who are going to be building in this area. If they are so determined to destroy the natural beauty of this area, they should be held responsible for their actions. Why should the homeowners have to pay when we dont want to see any development (like you have already decided) to happen up here? If the developers cant pay, then they shouldnt build. If there isnt any city funds for development and they dont want to pay, it shouldnt happen. It seems like a no brainer to me. All the cost should be put on them. We didnt ask for them to come and put in a bunch of cookie cutter looking homes and highways thru our homes.

It is the Commissions responsibility to take a stand against the RIDs and to recommend that any road improvements should be paid with impact fees. Take the responsibility and dont pass it on to the City Council to make that decision. Any funding for any project in this area should be funded by the city of Marysville or the developers. It is you who want to see this area destroyed--that is what you are doing--so you should pay.

Again, I know that none of these letters you receive or the number of people who stand up and state their anger against what the city is doing is really going to make any difference to any of you ---because none of you making this decision are probably even affected by these decisions, and it is already a done deal, so all you really care about is out tax base, money is always the important factor. And the big MONSTER of MARYSVILLE always wins.

Staci Garka  
stacidawn@comcast.net

**From:** "James Nice" <JNice51355@aol.com>  
**To:** "ghirashima@ci.marysville.wa.us" <ghirashima@ci.marysville.wa.us>  
**Date:** 01/22/2007 8:10:02 PM  
**Subject:** Adopt Developer Impact Fees for Road Improvements, not Road Improvement Districts

The City of Marysville will be setting a very unpopular precedent if you recommend adopting Road Improvement Districts to pay for future development activity, rather than maintaining developer impact fees to pay for the impacts of development on our community.

In my own words, here is my sentiment about the issue of Road Improvement Districts. To vote for such constitutes a "major shift". This kind of "shift" would show the average homeowner exactly what you think of them. Should I be expected to make payments to allow developers to reap large financial rewards? I think not.

The scales are definitely unbalanced. A small, lone, business owner can at times be expected to pay road mitigation fees when they decide to expand their business. However, the much larger developers, those with more "clout" spelled "money", will be offered a handout.

This entire fiasco constituted an elaborate "pyramid scheme", of which the homeowners will always be at the "bottom". In case you didn't know, pyramid schemes are "illegal".

We don't need to have a group of "appointees" and "hired guns" making these types of decisions, especially if they consistently choose to side with the big money.

Sincerely

James Nice  
JNice51355@aol.com  
14510 Timberbrook  
Drive  
Marysville, WA 98271

**From:** "Nina Haynes" <sultan@eskimo.com>  
**To:** "ghirashima@ci.marysville.wa.us" <ghirashima@ci.marysville.wa.us>  
**Date:** 01/22/2007 6:29:54 PM  
**Subject:** Adopt Developer Impact Fees for Road Improvements, not Road Improvement Districts

The City of Marysville will be setting a very unpopular precedent if you recommend adopting Road Improvement Districts to pay for future development activity, rather than maintaining developer impact fees to pay for the impacts of development on our community.

It is not fair for existing homeowners to foot the bill for road improvements brought on by new developments, when it is the developers who profit from them. Please adopt larger impact fees to pay for needed road improvements to our community, and phase development until funding is available. Current homeowners cannot afford more taxes due to growth!

Respectfully yours

Nina Haynes  
sultan@eskimo.com  
11019 47th Ave NE  
Marysville, WA 98271

**From:** "Katherine Johnson" <katherine@earthlink.net>  
**To:** "ghirashima@ci.marysville.wa.us" <ghirashima@ci.marysville.wa.us>  
**Date:** 01/22/2007 3:30:06 PM  
**Subject:** Let developers pay for road improvements, not current residents!

I recently moved into Marysville proper after living for 18 years on Getchell Road NE, east of Highway 9. When I first moved to the area, prior to the construction of SR 528, Whiskey Ridge was my bicycle route home from Marysville, to avoid pedaling (and walking!) up Getchell Hill. This was a wonderfully peaceful, wooded and pastoral, rural area. Between the City of Marysville and Snohomish County, it is half ruined....and you recently annexed this area to allow more environmental and quality of life decimation. Forcing the existing residents to pay for this destruction is like asking a rape victim to pay his or her attacker.

You made a nice, cushy bed for the developers by annexing rural Whiskey Ridge. Now let them lie in it....Anyone who wants to build urban-density housing here must be required to pay for the necessary infrastructure FIRST, prior to building!

The only fair course of action is to use developer impact fees, not a Road Improvement District, to pay for the required roads.

Sincerely

Katherine Johnson  
katherine@earthlink.net  
927 Quinn Avenue  
Marysville, WA 98270



**From:** "Lorraine Pedersen" <ridgebacksrule@mindspring.com>  
**To:** "ghirashima@ci.marysville.wa.us" <ghirashima@ci.marysville.wa.us>  
**Date:** 01/22/2007 5:09:56 PM  
**Subject:** Adopt Developer Impact Fees for Road Improvements, not Road Improvement Districts

The City of Marysville will be setting a very unpopular precedent if you recommend adopting Road Improvement Districts to pay for future development activity, rather than maintaining developer impact fees to pay for the impacts of development on our community.

It is not fair for existing homeowners to foot the bill for road improvements brought on by new developments, when it is the developers who profit from them. Please adopt larger impact fees to pay for needed road improvements to our community, and phase development until funding is available. Current homeowners cannot afford more taxes due to growth!

Sincerely

Lorraine Pedersen  
ridgebacksrule@mindspring.com  
10626 25th PI NE  
Lake Stevens, WA 98258

January 22, 2007

Marysville Planning Commission  
80 Columbia Avenue  
Marysville, WA 98270

**RE: Opposition to Master Plan Expansion Area for Whiskey Ridge**

Dear Commissioners:

On behalf of Barclays North, Inc., I am writing to express our opposition to the inclusion of the expansion area within the Whiskey Ridge Master Plan, an approach currently being advocated by city staff in its preferred alternative.

When the City of Marysville began the process of adding the Whiskey Ridge-East Sunnyside neighborhood to the City, our understanding was that this expansion area was not intended to be part of the Master Plan Area, but may be looked at to be included at a future date. Beyond a desire to have more control over development in the expansion area, no other reasoning has yet been put forth for the decision to change course and include the expansion area in the Master Plan. Further, of the plan alternatives circulated prior to the preferred alternative being released, none showed the "potential" expansion area as a part of the subarea plan. The inclusion of this area now impacts the planning that new development had already initiated for future projects in the expansion area.

Among other provisions of the Master Plan that will now be imposed upon the expansion area, the base density for the Single Family High zone will be lowered from the County-approved level of 6.5 units per acre to 4.5 units per acre. To further worsen the problem, this preferred alternative plan, which already includes numerous mandatory street and frontage improvements, will allow the achievement of previous planned for densities only if a developer subscribes to proposed Residential Density Incentives (RDI).

This change in density will have a profound negative impact on the viability of projects initiated under the assumption of achieving densities far greater than 4.5 units to the acre. Additionally, this change in density, coupled with the requirement to use RDI to achieve intended densities, will further push increases in new housing prices that have already been inflated by other fees increases. This new policy approach to encouraging design amenities in residential development will further increase the housing affordability gap.

MMC 19.26.010 discusses that a prominent aspect of the City's RDI intent is to create affordable housing. However the use of the RDI code in order to achieve assumed densities actually works against providing affordable housing, requiring developers to provide additional amenities in order to achieve adequate urban densities.

Another aspect of the preferred alternative that further erodes housing affordability in the subarea is the so-called "secondary impact fee". We submitted a letter (December 22) and testimony (December 12 public hearing) expressing our opposition to this funding tactic and reiterate that opposition here. We ask that the Planning Commission explore other more equitable alternatives to raise the desired funding, such as including these projects within the existing transportation improvement plan cost basis or utilizing a city initiated LID.

In conclusion, we ask the Planning Commission to remove the expansion area from the final adopted plan and strike the secondary impact fee from the Whiskey Ridge Subarea Master.

Thank you for your time and consideration. Should you have questions, please do not hesitate to contact me at any time.

Sincerely,

Chris Bandoli  
Government Affairs Manager

cc: Honorable Mayor Kendall  
Ms. Gloria Hirashima, Director of Community Development  
Marysville City Council

**From:** "Lucie Johns" <luciejohs@hotmail.com>  
**To:** <ghirashima@ci.marysville.wa.us>  
**Date:** 01/22/2007 7:38:13 AM  
**Subject:** East Sunnyside/Whiskey Ridge Subarea Plan

I live in the affected area and I urge you to oppose the Road Improvement District in which the residents pay for roads. An impact fee paid by developers is the only fair way to develop infrastructure from which they will benefit.

Lucie Johns  
3623 87th Ave NE  
Marysville, WA 98270

**From:** "Duane Wiseman" <duanew@exterior-service.com>  
**To:** <ghirashima@ci.marysville.wa.us>  
**Date:** 01/23/2007 5:41:26 PM  
**Subject:** Impact Fees! the only fair shake for landowners

Gloria,

I was not able to attend the last public meeting with regards to the issues of Road improvement districts (RIDS) -vs.- The establishment of Impact fees for development.

The only fair way to fund the roads and improvements is through the use of impact/user fees for the development! Those benefiting the most should carry the most burden!

The developers and realstate speculators that have already purchased land in the area have purchased well below market values and this will not affect their bottom lines nearly as much as they have tried to convey.

I plan to attend tonights meeting also

Sincerely

Duane Wiseman

8805 E.Sunnyside School Rd  
Marysville,WA.98270

**CC:** "Kim Youngren" <kyoungren@cpmnw.com>, <Ken@soundbuildingconsultants.com>, <jholtz@heraldnet.com>, <hcwhite22@comcast.net>, "everett herald" <letters@heraldnet.com>, <DKSALO@comcast.net>, <dave.somers@co.snohomish.wa.us>, "Glazart2@Aol.Com" <glazart2@aol.com>, "Ken W White" <white\_kenw@msn.com>

January 18, 2007

To: City of Marysville Planning Commission  
City Planner, Gloria Hiroshima

Subject: City of Marysville Proposed Whiskey Ridge Master Plan  
East – West Corridor from Highway 92 to I-5 via Marysville CBD

The attached “Revised” Preferred Alternative is presented with the request that you will consider this option and the supporting criteria listed below.

Construction Costs: Preferred Alternative: Resale values currently showing \$250,000+ per acre would significantly increase the costs to acquire private properties for new road expansion.

***Revised Alternative: Would require reduced acquisition of private property, and a considerably faster completion date.***

Natural Resources: Preferred Alternative: Disrupts Lake Stevens Watershed, 4 Head Streams, Lake Stevens Sewer Dist and several wetlands.

***Revised Alternative: Requires less disruption, studies and opposition of the above.***

Location: Preferred Alternative: Corridor is located at the crest of the Sunnyside-Whiskey Ridge Neighborhood with sound views and the highest in land value.

***Revised Alternative: Located lower than the Ridge and not compromise view property in lieu of traffic.***

Redirecting Traffic: Preferred Alternative: Attempts to redirect traffic onto unimproved Roads; i.e. Sunnyside Blvd and 40<sup>th</sup> Street (approx 10-15 degree grade)

***Revised Alternative: Compensates for East-West traffic to I-5 without attempting to redirecting commuter travel patterns.***

Project Forecasting: Preferred Alternative: Will be delayed with property acquisition due to rising resale values and wetland mitigation.

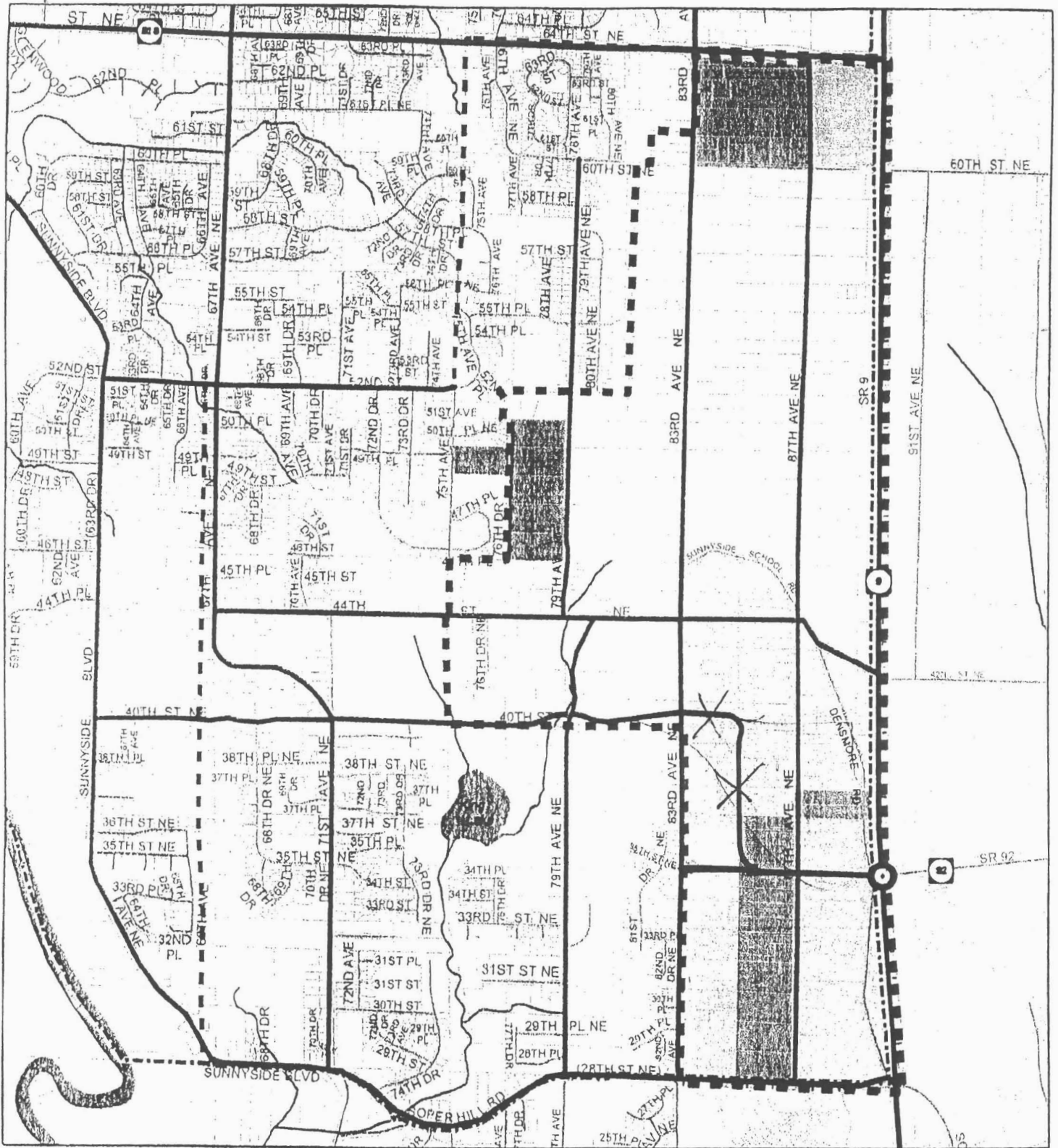
***Revised Alternative reduces the need for several phases and advances the completion date.***

Side note: In 1992 I participated in a 12 member Traffic Corridor Committee in preparation for Naval Station Everett. After a 12 month study with the assistance of Parson Brinkerhoff Traffic Consultants it was determined, mitigating costs and redirecting traffic should be the decisive factors. It is my hope that the City of Marysville’s Traffic Council and City Council also have this foresight to complete an economically and ecologically feasible traffic improvement.

Darlene and Ken Salo  
3620 87<sup>th</sup> Avenue N E  
Marysville, Wa 98270

Tim and Shelly Thomas  
3626 87<sup>th</sup> Avenue N E  
Marysville, Wa 98270

Susan Babich  
3618 87<sup>th</sup> Avenue N E  
Marysville, Wa 98270



**City of Marysville**  
**DRAFT**  
**Whiskey Ridge Master Plan**  
**East Sunnyside Neighborhood**  
**Preferred Alternative**

December 6, 2006



- |  |                              |  |                    |  |                              |
|--|------------------------------|--|--------------------|--|------------------------------|
|  | Marysville City Limits       |  | Proposed Arterials |  | Preferred Alternative 120506 |
|  | Marysville Urban Growth Area |  | PRINCIPLE          |  | Community Business           |
|  | East Sunnyside Neighborhood  |  | MINOR              |  | Mixed Use                    |
|  | Master Plan Expansion Area   |  | COLLECTOR          |  | Multi-Family Medium          |
|  | Parcels                      |  |                    |  | Multi-Family Low             |
|  |                              |  |                    |  | Single Family High           |
|  |                              |  |                    |  | Recreation                   |

Note: Single Family High is R 4-8 inside Master Plan area and R 5-7 outside Master Plan area.

January 23, 2007

The Marysville Planning Commission  
1049 State Avenue  
Marysville, WA.

RE: PUBLIC HEARING CONTINUANCE on the proposed East Sunnyside  
Whiskey Ridge Subarea Plan, File Number PA06086

Commissioners:

As a property owner, citizen of Marysville, and resident of the East Sunnyside – Whiskey Ridge neighborhood, I oppose the currently proposed Subarea Plan.

I believe that property rights are fundamental constitutional rights, and before the government may take property, it must prove the taking is for genuine public use and benefit.

I oppose the Subarea Plan partly because the proposed extension of Highway 92 is not in the interests of the property owners and residents of the neighborhood. It is a benefit for developers, and will ultimately hurt our neighborhood through things like loss of property and increased traffic congestion.

The proposed road is a perfect example of allowing for growth without having the capital facility funding in place, of not respecting the rights of all property owners, and of not giving due consideration to the interests of the general citizens and residents of East Sunnyside – Whiskey Ridge.

Consequently, I am also against any proposed funding of improvements through Road Improvement Districts (RIDs). RIDs spread the cost of improvements across all property owners. Whether I want the improvements or not, I will be forced to pay a share of the cost. I have heard that the proposed road improvements in the East Sunnyside – Whiskey Ridge area could cost about 22 million dollars, and that each property owner could be assessed a bill as high as \$18,000.

Property owners who did not want to sell for development purposes would either have to pay the \$18,000 or would be forced to sell.

I want the option to stay on my property. Consequently, I support Impact Fees as a more just and moral way to pay for infrastructure. Unlike RIDs, Impact Fees require developers to “pay their own way.” They make the



economic link between those paying for and those receiving benefits more clear, and promote economic fairness for all property owners.

It is the Commission's responsibility to take a stand against RIDs and recommend to the City Council that any road improvements should be paid by Impact Fees. You have a moral responsibility to respect the rights of all property owners. Do not pass that decision on to the City Council. If developers don't want to pay the Impact Fees and the city has no general funds for improvements, the improvements shouldn't happen. Property owners should not pay because there are no city funds or because developers don't want to pay.

I request that you recommend to the City Council that Impact Fees, not RIDs, be the funding source. Impact fees are a system used successfully in this county and by Marysville and should be maintained.

Growth needs to pay for itself!

This is complex issue that must involve the public to be at all successful, and this decision needs a lot more time and input from stakeholders before a decision should be made. I also request further continuance of this process.

Sincerely,



Ken White  
3303 87<sup>th</sup> Av NE  
Marysville, WA 98270

**City of Marysville  
East Sunnyside / Whiskey Ridge Draft Master Plan  
Open House – January 11, 2007**

**COMMENTS**

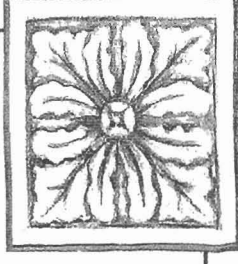

Gloria

I would like to recommend  
changing the "single family high" base  
density to 6.5 du/Acre from 4.5 du/Acre.



Bill IZZARDI  
4726 87th AVENUE  
Marysville, WA

**THANK YOU!**



Date: January 10, 2007

To: The Marysville Planning Commission

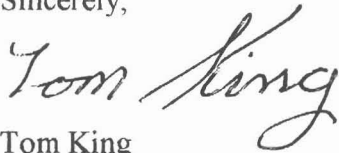
From: Tom King  
3113 Sunnyside Blvd.  
Marysville, WA 98270  
425-334-9104

Subject: East Sunnyside-Whiskey Ridge Comp Plan

Recently the City of Marysville annexed the East Sunnyside and Whiskey Ridge area and has been working to complete a master plan for it for future growth. I hope at this time the city leaders will allow and encourage future trails, open space/green belts, and recreational space for current and future generations. This could also connect these future amenities with the Centennial Trail and Deering Park.

A facility similar to Jennings Park would be welcomed and well used. There could be large grass areas for recreational use and concerts, a facility similar to Jennings Barn for meetings and events and perhaps something unique such as a BMX track. Families as well as groups would make great use of this. This is also the time to ensure that space is set aside for open space and green belts.

Sincerely,



Tom King



## Parks and Recreation

6915 Armar Road  
 Marysville, Washington 98270  
 Phone (360) 363-8400  
 Fax (360) 651-5089  
 ci.marysville.wa.us

January 10, 2007

To: Gloria Hirashima – Community Development Director  
 From: Jim Ballew – Director of Parks and Recreation

Re: Whiskey Ridge Mater Plan Draft

Cc: Marysville Park and Recreation Advisory Board  
 Mike Robinson – Parks Maintenance Manager

We have reviewed the Whiskey Ridge Master Plan and offer the following comments that represent recommendations from members of the Parks and Recreation Advisory Board and staff.

### **Proposed Trail Systems**

The Master Plan identifies several trail system opportunities throughout the entire annexation area that promote connectivity to existing city wide trail plans. We support the endeavor to require developer driven trails that are contiguous to sidewalk(s) systems but independent when possible. If this is not feasible, we request that wider sidewalks be required and meander whenever possible through new development(s).

### **Densmore Road**

Proposed installation of a trail utilizing the Densmore Road corridor should consider a full range of user groups including equestrian, cycling and pedestrian. Off-trail seating amenities and park furnishings should be considered as well. A ten-foot to twelve-foot (10'-12') wide trail standard should be considered in this area as we anticipate high use.

With the proposed use of the Sunnyside School Road, we would recommend a focus on connectivity to the Deering Wildflower Park site and sighting of a potential dedicated parking area in the immediate vicinity as a trail head be explored.

### **40<sup>th</sup> Street NE Connection**

The Master Plan identifies that 40<sup>th</sup> Street NE will be extended east to 83<sup>rd</sup> Avenue NE. This addition should be treated as an access opportunity for residents to the north and south providing connectivity. If a dedicated trail cannot be a part of this connection, the road should be wide enough to support a dedicated trail on both sides as this will become a key connection to the Kiwanis Park, Sunnyside School fields and potential Qwuloolt

trail access. This connection will also cross the Whiskey Ridge/Bayview Trail corridor providing access to another 2.5 miles of trail that will allow access to a pedestrian corridor which will terminate at 84<sup>th</sup> Street NE and potentially a future connection to the Centennial Trail.

### **Neighborhood and Community Parks**

An estimated population increase of 9,000 is expected through the Whiskey Ridge annexation. Based on current Park standards within the 2006-2011 Park and Recreation Comprehensive Plan, approximately 15 acres of community park space should be considered for both community and neighborhood park facilities and a total of 30 acres. Additionally the Comp Plan identifies a need of 5 miles of new trails for this area.

The City's Parks and Recreation Department has been challenged to meet the maintenance needs of existing parks as funding for new maintenance personnel is not available. Additionally, we cannot support the addition of isolated neighborhood parks unless they are situated amongst several planned developments and can be shared by a larger service area by design and maintenance funding is increased.

Our focus should target a larger community park with a combination of active open space and passive open space and parking for a minimum of 100 cars. Based on the increased level of service a facility similar to a Jennings Memorial Park (21 acres) or Jennings Nature Park (15 useable acres) should be considered for this area.

Due to the proximity of this area to both Marysville schools and Lake Stevens schools, we recommend that development of city owned athletic type fields should be a lower priority in this Master Plan.

### **King Lake**

The Draft Plan identifies the King Lake area as a potential community park site to service the annexation area. The location of King Lake could satisfy most new residents however the condition of this area may not be conducive to providing active open space. The King Lake area may also present a challenge to the city for development due to buffer requirements as well as cost to acquire the site. The site is contiguous to property currently owned by the City's Utility Department which may provide an opportunity for more active space use(s).

This proposal also should recognize and include the 5 acre Kiwanis Park site which is under consideration as an off-leash dog park site located on 40<sup>th</sup> Street NE below 71<sup>st</sup> Ave NE. This park is also accessible through the Wilderun West subdivision or by 40<sup>th</sup>; however there are currently no sidewalks on either side of 40<sup>th</sup> between Sunnyside Blvd and 71<sup>st</sup>. Sidewalks or an asphalt path should be considered in this location for trail connectivity.

Additional areas located on the southern boundaries on Soper Hill Road and 71<sup>st</sup> Ave NE should also be considered as they are contiguous to acreage transferred to the city by Snohomish County through the neighborhood parks program. While this area is substantially developed, some undeveloped tracts remain and connect to property the city owns for recreational uses.

### **Regional Area Funding**

Staff would recommend that use of developer mitigation fees collected from the Whiskey Ridge be dedicated towards both trail and community park acquisition and development efforts with a priority towards trail development within the immediate region including connections to the Sunnyside area.

One other facility element for consideration is the inclusion of public restrooms on or near public recreation sites. Public restrooms continue to be the number one priority amongst several surveys conducted by the Parks and Recreation Department.

## COMMENT SHEET

City of Marysville – Whiskey Ridge Master Plan – Planning Commission Workshop &  
Public Hearing Continuance  
January 18, 2007

**Names:** Ken White and Holly White  
**Address:** 3303 87<sup>th</sup> Av NE, Marysville, WA 98270

**Names:** Tom and Elaine Sykes  
**Address:** 3306 87<sup>th</sup> Av NE, Marysville, WA 98270

**Name:** Shelly and Tim Thomas  
**Address:** 3626 87<sup>th</sup> Av NE, Marysville, WA 98270

**Please identify aspects of the alternatives that you like or agree with, and why:**

We support a reduction in zoning from 6 to 4.5 homes per acre. We also support mixed use zoning for maximum development value, such as along the homes on the west side of 87<sup>th</sup> Av NE. We'd like mixed use zoning in some areas across the street instead of solely community business.

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

A. We do not support an extension of Highway 92 as planned. It would cut through our neighborhood and unnecessarily create parcels of land with little or no value for development. It would hurt the interests of neighborhood members.

We request that the Planning Commission staff consider re-doing the intersection of Highway 9 and East Sunnyside School Road (bus barn). If you straightened that road by moving the turn off north to make a 90 degree turn, it would be safer, encourage more traffic, and negate the need for the proposed extension of Highway 92. Access would be available at this intersection and Soper Hill.

OR, you could extend Highway 92 by connecting with Densmore, running along Densmore until you hit East Sunnyside School Road and follow that route (44<sup>th</sup> St. NE). This would be less invasive of our neighborhood, create far fewer useless parcels of land, and still allow access, along with Soper Hill.

Fundamentally, we do not support an extension of Highway 92. We do not see the need. This may serve the needs of particular developers, but does not serve the needs of the neighborhood.

B. If this is still the current proposal, we do not support the zoning of all land east of 87<sup>th</sup> Av NE from Soper Hill to East Sunnyside School Road (44<sup>th</sup> St NE) as community business.

We could support some of that area zoned community business but would prefer other parcels to be zoned mixed use. There is some confusion about what community business entails exactly and would like an explanation at the January 18 workshop.

C. We do not support any zoning that would allow compact or cramped housing developments such as those described as "air condos." For example, we are concerned about the LDMR (Low Density Multiple Residential) zone. We understand that the development community and cities call high-density small-lot single-family developments in the LDMR zone LDMR-type development. We are against high-density, small-lot single family developments.

D. We are concerned that the City of Marysville is not planning to improve the entire length of 87<sup>th</sup> Av NE by adding sidewalks, lighting, burying power lines, and adding complete bike lanes. We do not support an alternative that says developers will make those improvements only in the specific locations they develop. We want a consistently improved neighborhood. We want the City of Marysville to take complete responsibility for sidewalks and other road improvements since our property taxes are being diverted to Marysville.

E. It is hard to respond to a continually changing plan. We would like to see a "final draft" document that the City of Marysville will commit to, word-for-word, and that we can review and respond to, before any final vote of the Planning Commission or City Council.

F. We continue to wonder why this process is moving forward so quickly and request a further continuance. There are issues like the proposed Highway 9 extension that would seriously impact our neighborhood environment and we would like the opportunity to get second opinions from outside consultants. We appreciate the present continuance but the holidays interfered with our ability to give significant attention to all of the issues.



# Belmark Homes

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## Memo

505 Cedar Ave., Suite B-1  
Marysville, WA 98270  
360-653-3634  
360-653-9619 fax

To: City of Marysville Planning Commission  
Cc: Gloria Hirashima, Community Development Director  
From: Aaron Metcalf  
Belmark Land and Homes, LLC  
Date: January 16, 2007  
Re: East Sunnyside-Whiskey Ridge Sub area Plan

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Belmark is currently under contract of lots 302, 306, 307, & 316 of the Sunnyside Five Acre Tract (see attached map). The two items in your sub area plan that need to be addressed:

1. There is no place in the plan that addresses split zoning. The Mixed Use and Low Multi-Family zones split the property that we have under contract. This will make it difficult to create a transition between zones.

Solution: Allow for a 15-acre master plan provision that has minimum and maximum zoning for the entire master plan. Also, allow single-family development within the mixed-use zone.

2. Additional R/W along 83<sup>rd</sup> Ave. NE and the 25' landscape buffer along Soper Hill Rd. are two major hardships that our property is responsible for. The R/W request is a standard request but only from the centerline and because the west side is already developed the east side will be required to do the build out to an arterial. The 25' landscape buffer along Soper Hill Rd. to match the Crosswater (Polygon Project) is not a proper comparison. The only reason Crosswater has that landscape strip is because there is a gas pipeline under it. The owner of that pipeline (Williams?) paid for the easement along the Crosswater frontage.

Solution: Allow for rd mitigation credit for any property that goes beyond the normal requirements of R/W dedication and landscape buffers.

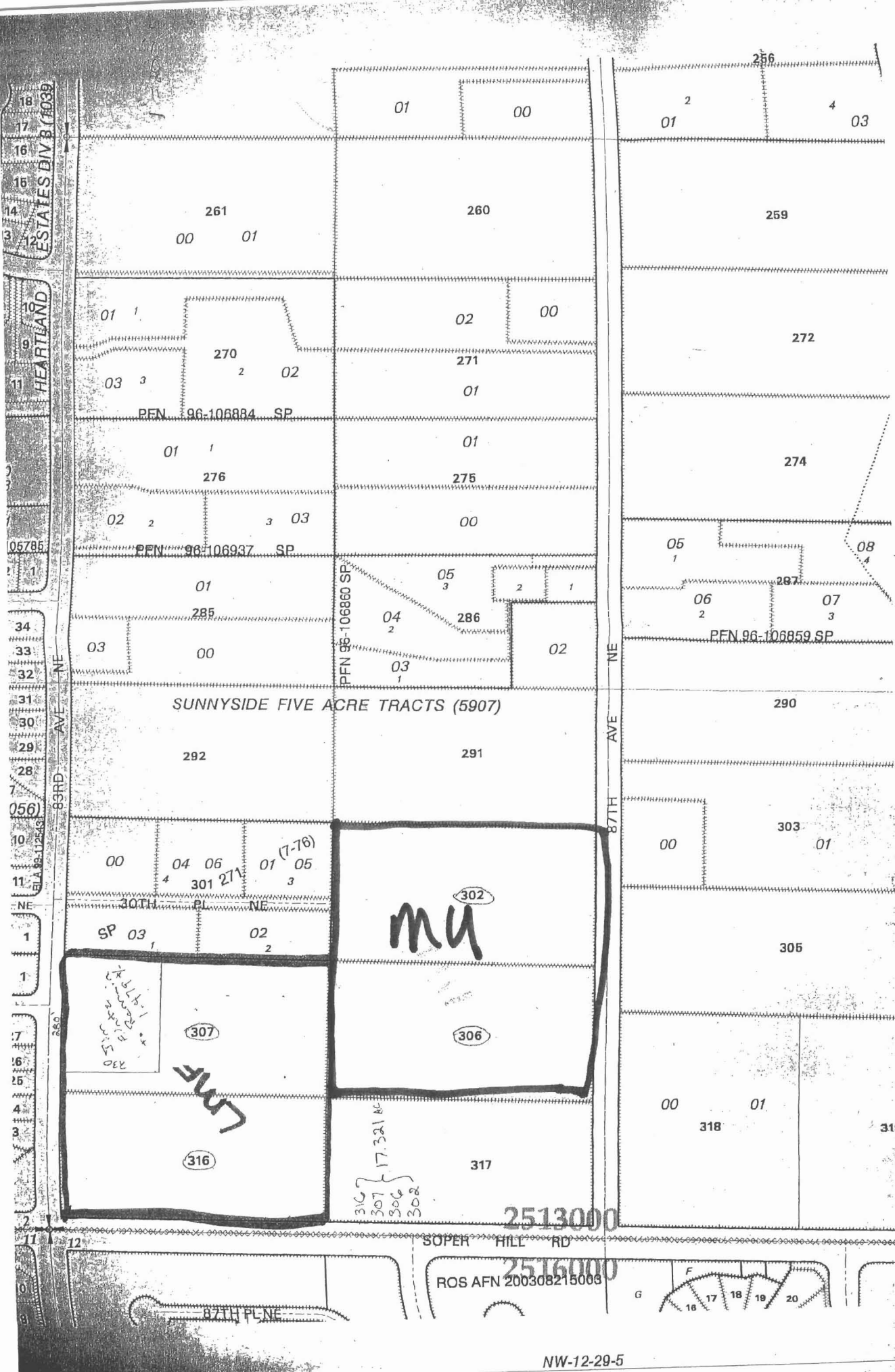
Please review the two items I have addressed. The solutions are vague in description however, I wanted to volunteer a solution that can maintain your vision of the sub area plan but in doing so provide flexibility to the developers and reduce undue hardships.

Sincerely,



Aaron Metcalf  
Belmark Land & Homes, LLC.

[www.belmarkhomes.com](http://www.belmarkhomes.com)



## PLANNING COMMISSION SIGN IN SHEET

12/12/06

NAME	ADDRESS	PHONE	7:23
Grant Paylor	3517 87th Ave NE	425 359 6887	
Mike Pattison	335 116th Ave SE Bellevue 98004	425 402 8203	
Chris Bandal	10515 20 <sup>th</sup> St. SE Everett, WA	425-609-6907	
David Tayer	"		
Shelly Thomas	3606 87 <sup>th</sup> Ave NE	425 238 3548	
<del>Dick Pedersen</del>	City	360-659-0808	
Thomas J. Sykes	3306 87 <sup>th</sup> Avenue	425-335-3623	
Duane Wiseman	8805 E. Sunnyside School Rd	425 754 1486	
Rich Gronquist	3804 87 <sup>th</sup> Ave NE	425-397-6967	
Lynn Wiseman	5716 83rd Ave NE	425-397-8629	
Gale Hroby	5002 83rd Ave NE	360-659-5962	
Mark Hibbert	5808 83rd Ave NE	360-659-5962	
Tom King	3113 Sunnyside Blvd	425-334-9104	

# PLANNING COMMISSION SIGN IN SHEET

12/12/06

NAME	ADDRESS	PHONE
Ken White	3303 87th Ave NE	425 377-0282
Kathy Moen	7721 80th Ave NE	429 923 3622
Mark Minger <i>Push</i>	8512 E Sunnyside School Rd	425-377-1108
Kristin Kelly <i>Push</i>	1429 Avenue D, PMB 532, Snoh. <i>98290</i>	425-923-8625

SOUND BUILDING CONSULTANTS LLC

**KEN PINNELL**

Principal  
LEED Accredited Professional

3826 87th Ave. NE Everett, WA 98205  
phone (425) 531-1132  
e-mail Ken@soundbuildingconsultants.com



[www.soundbuildingconsultants.com](http://www.soundbuildingconsultants.com)

### COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan - Open House  
~~Thursday, November 16, 2006~~ Dec. 12, 2006

Name: Thomas J. Sykes  
 Address: 3306 87th Ave NE, Everett, WA 98205  
 Phone Number: 425-335-3623  
 Email Address: NU7J@ARRL.NET

**Please identify aspects of the alternatives that you like or agree with, and why:**

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

The impact is too great to the existing homeowners.  
 The widening of 87th is excessive and I'm concerned that I will not be fairly compensated for loss of property.  
 Too much commercialization, too many dwelling units.  
 I am concerned that I will be taxed off my property.  
 None of the 6 alternatives are acceptable to my family.

**Other comments:**

*Please continue on the other side of this page, if needed...*

**The City of Marysville appreciates your comments and ideas. Thank You!**

Public Hearing on Whiskey Ridge Master Plan Comments  
Ken White, 3303 87<sup>th</sup> Av NE  
December 12, 2006

1. I speak in opposition to E. Sunnyside-Whiskey Ridge Subarea Plan at this time. As a resident of the neighborhood and a stakeholder, my immediate concern is not the details of the plan, but that the process for citizen input through a minimal number of land use forums and discussions is inadequate. We want to be more fully recognized as stakeholders.
  
2. I would like to read a petition signed by fifteen central members of the newly formed East Sunnyside Neighborhood Committee (ESNC).
  - We support zoning and development that brings measurable, permanent improvements to the lives of affected residents, but adoption of Whiskey Ridge Master Plan will fast-track development.
  - We want the City of Marysville to play a leadership role by slowing down decision-making and involving affected residents so they have a real voice in development plans.
  - We want a new model for the city and community development that is more inclusive and transparent.
  - The ESNC will encourage neighbors to share information and is ready to sit down with city officials to discuss rezoning options that will benefit our neighborhood.
  - We support the idea of Community Benefits Agreements (CBAs) that are a tool for negotiation among neighbors, the city and developers. For example, neighbors should have a say in the selection of commercial tenants and

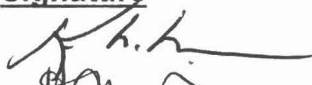

roads. ([www.californiapartnership.org](http://www.californiapartnership.org)) Project Developers like Daryl Vange of Seattle support this process, having scores of community meetings, including three in November.

3. I do have questions about the proposed master plan:

- What is Community Business zoning?
- How does CB zoning work to protect the sensitive environmental areas? (like the wetlands, forest areas and wildlife next to my property?)
- What does "wider range of retail" mean? Wal-marts?
- What are some examples of personal services not found in Neighborhood Business zoning?

We, the citizens of the city of Marysville, Whiskey Ridge, petition the city to delay approval of a Whiskey Ridge Master Plan, and increase genuine efforts to involve neighborhood members in the decision-making process regarding rezoning and development projects. We are concerned about the integrity of our neighborhood, higher property taxes and losing rural culture. We fear that many of the Master Plan alternatives encourage development that will return little to our community beyond traffic congestion and displacement of our homes.

We also propose that city planners consider facilitating a Community Benefit Agreement between developers and our neighborhood that would specify benefits to be provided to our neighborhood affected by a particular development. We understand that this will require more community meetings.

- | <u>Name</u>               | <u>Address</u>               | <u>Phone Number</u>        | <u>Signature</u>  |
|---------------------------|------------------------------|----------------------------|---|
| 1. Ken White              | 3303 87th Ave NE             | 425 377-0282               |  |
| 2. Holly White            | 3303 87th Ave NE             | 425-971-5718               |  |
| 3. Staci Garka            | 3725-87th Ave NE             | 397-7373                   | Staci Garka   |
| 4. Elaine Sykes           | 3306-87th Ave NE             | (425) 335-3623             | Elaine Sykes  |
| 5. Thomas J. Sykes        | 3306 87th Ave NE             | (425) 335-3623             | Thomas J. Sykes   |
| 6. Don Bakke              | 3811 87th Ave NE             | Everett, WA                | Don Bakke   |
| 7. Lisa Stettler          | 3226 87th Ave NE             | Everett WA                 | Lisa Stettler   |
| 8. Hanna Berland          | 3225 - 87th Ave N.E          | 425 334-4127               |   |
| 9. Shelly & Tim Thomas    | 3626 87th Ave NE             | Everett WA 98205           | Shelly Thomas   |
| 10. Brent Paylor          | 3517 87th Ave NE             | Everett 425 789 1688       |   |
| 11. Mark Carpenter        | 3324 87th Ave NE             | Everett 425 334 6320       | Mark Carpenter  |
| 12. Catherine E Carpenter | 3324-87th Ave NE - Everett   | 425-334-6320               | Catherine E Carpenter   |
| 13. Susan Batsich         | 3614 87th Ave NE, Evt        | 425 334-5134               | Susan Batsich   |
| 14. Duane Wiseman         | 3805 E. Sunnyside school Rd. | Everett, WA - 425.754.1486 |   |
| 15.                       |                              |                            |   |



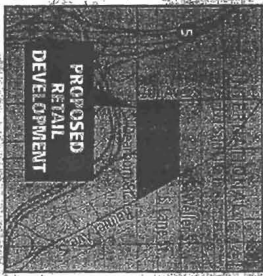
# Residents want delay on Target, Lowe's proposal

## Concern for small businesses, traffic in Central Area

BY KATHY MULLADY  
P-I Reporter

Residents of Jackson Place, Beacon Hill, Little Saigon and the International District, concerned about a proposed development auctioned by Target and Lowe's, asked the city this week to delay approval until a community benefits deal with the developer could be hammered out.

The Seattle City Council's Urban Development and Planning Committee is meeting Friday to vote on proposed amendments to the comprehensive plan. The final committee vote on the plan is scheduled for Dec. 7. Dozens of speakers at a public hearing Tuesday were concerned that changing the land use designation for South Dearborn Street and Rainier Avenue South to commercial-mixed use would fast-track the project.



SEATTLE PI

The property, zoned for industrial use, now is occupied by Goodwill. Under the proposal, that store would be redeveloped into a new, four-story, Goodwill Center, 600,000 square feet of retail space and 400 housing units. Target representatives said they have wanted to add a store near downtown Seattle for a decade. The company has stores in Northgate and West Seattle. Lowe's also is looking to serve Seattle's growing downtown population.

Goodwill Chief Financial Officer Michael Jurek told council members that Goodwill's roots in Seattle reach back to 1923, and that the expanded center will provide more training and administration space. During the public hearing, the project developer, Dayl

### IF YOU GO

Seattle City Council Urban Development and Planning Committee meets Friday at 9:30 a.m. in the City Council Chambers at City Hall, 600 Fourth Ave., between Cherry and James streets.

Neighbors said they are concerned about the development's economic impact on surrounding small businesses, traffic and losing the culture of the heavily Asian community. Representatives from the Dearborn Street Coalition said Tuesday that neighborhood shopping helps build community, with social opportunities, safety, charm and diversity. A community benefit agreement would help assure that, they said.

Community Benefit Agreements, deals between developers and community groups, have rarely been tried in Seattle. Some speakers Tuesday said that they worried about the future of their small businesses, which have been in their families for generations and could be threatened by big-box stores, higher property taxes and rent increases. Others wanted to know if the neighborhood's low-income residents or those working in the new stores below could afford the housing. Others expressed the need to preserve the area's cultural identity. "Close your eyes and this development looks like a big Wal-Mart in the middle of our city," said a man with the Jackson Place Community Council. "Let's have something that matches the scale of the Central Area and fits in with what the International District is about."

P-I reporter Kathy Mullady can be reached at 206-448-3029 or kathy@mulladyseattlepi.com.

12/12/06 at pub hrg

## COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan - Open House  
Thursday, November 16, 2006

Name: Susan Bernin  
 Address: 3614 87th Ave NE, Eot.  
 Phone Number: 425 334-5134  
 Email Address: Goddalst7@comcast.net

**Please identify aspects of the alternatives that you like or agree with, and why:**

Unfortunately I do not agree with any of the alternatives. Would committee members be willing to look at area + homes involved physically?

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

Plan #4. This plan utilizes the area involved with little regard to the homeowners impacted. I figure at least 6 homeowners would be severely impacted & result in small tracts of unusable land - many homeowners would be displaced and also could result in devalued property -

**Other comments:**

Why not use land that is currently vacant instead of cutting thru current occupied homes + land.  
 Why not just improve Super Hill & 558. It seems a quieter area for future development of homes would have a greater sales appeal.

Submitted 12/12/06 at public hrg

COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan - Open House  
Thursday, November 16, 2006

Name: Holly White  
Address: 3303 87th Ave NE  
Phone Number: 425-377-0282  
Email Address: hwhite22@comcast.net

Please identify aspects of the alternatives that you like or agree with, and why:

I don't agree with or like any alternatives. I need to be involved in discussion about plans.

Please identify aspects of the alternatives that you dislike or do not agree with, and why:

I don't agree with running an extension of Hwy 92 through the whiskey Ridge area as it will disrupt the long-term viability of the neighborhood. It will also contaminate the sensitive environmental areas identified in Marysville's plan. The road will also cut

through properties, rendering small remaining parcels unusable.

Please continue on the other side of this page, if needed.

The City of Marysville appreciates your comments and ideas. Thank You!

Comments: I request the city to postpone approval of a Whiskey Ridge master plan & schedule more meetings with neighborhood representatives. I would like Marysville to consider facilitating a Community Benefit Agreement between our neighborhood, the city & developers, and act in good faith to include residents in planning.

at public hrg

### COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan - Open House  
Thursday, November 16, 2006

Name: Staci Garka  
Address: 3725-87th Ave. NE.  
Phone Number: 425-397-7373  
Email Address: stacidawn@comcast.net

Please identify aspects of the alternatives that you like or agree with, and why:

Dont agree with any aspects of the whole annexation.

Please identify aspects of the alternatives that you dislike or do not agree with, and why:

See attached

Other comments:

Please continue on the other side of this page, if needed...

*The City of Marysville appreciates your comments and ideas. Thank You!*

Staci Gerka  
Dec. 11, 2006

Please identify aspects you dislike or don't agree/w

Im against the whole annexation but theres nothing that can be done about it now.

To quote the Mayor - from the letter us lucky" annexed people received 11/1/06. "Being annexed into Marysville will help us to create a more diverse economy that provides family-wage jobs, meets transportation needs, protects the environment, + builds on the quality of life that is vital to all citizens who call Marysville home."

The Mayor would like to "create a more diverse economy . . . . etc". What he really means is, they're going to destroy our peace - quiet way of life in the country + commercialize as much land as possible in this area to bring more people + more cars to add to all the congestion thats already here.

The plan to extend SR92 through this area makes no sense! Our "quality of life" that we have now will be ruined just so Marysville can have a "more diverse economy" + more crowded roads. If you want a diverse economy, have it downtown! Were doing just fine up here!

Why does the plan for SR92 need to meander through so much property?

Why can't it be a straight shot to 83rd  
 Do you realize how many peoples lives  
 this will affect? I guess it doesn't matter  
 if Marysville destroys 100+ peoples "quality  
 of life" as long as Marysville gets what it  
 wants + its OK, cuz its called "Progress."  
 What happens to our quality of life then?  
 Why put a road through our neighborhood  
 anyway? Do you think this will help the  
 traffic problem? Traffic is already a mess  
 up here! SR9 and Soper Hill, they dont need  
 any more cars on them! Why make it worse?  
 One more road wont help anything!

Why does Marysville feel the need to  
 "fix" what isnt broken? Most of us in  
 this area didnt want to be annexed! Especially  
 knowing that everything was gonna change  
 as soon as Marysville can make it happen.  
 We live in this area because we like the  
 largely undeveloped areas, the wildlife, the  
 country. We have access to whatever we need  
 - still can have our peace + quiet. But with  
 Marysville making all of these plans to  
 "make life better" who's going to want to  
 live here?

Marysville is going to chase all of us  
 out of here + fill in the area with a  
 bunch of single + multi-use cookie

utter housing developments, where everything looks the same. What kind of diversity is that?

Change isn't always for the better. It doesn't really matter how many people are against these plans, or how many people stand up at the City Council meeting to give their heartfelt opinion against all these plans. What really matters, as is always the case, is that the biggest or the one with the most money wins.

at public hrg

4726 87th AVE NE  
Everett WA 98205  
November 26, 2006

Marysville City Council  
1049 State Avenue  
Marysville, WA 98270

Dear City Council,

We are residents of 5 acres in the Sunnyside Whiskey Ridge area that has currently been annexed to the city of Marysville. After reviewing the Draft Master Plan we would like to express our desire to have the base density for the proposed zoning to be increased to 6.5 du/acre. The current proposed base density of 4.5 du/acre doesn't seem to fit with the growth management act. My understanding of the growth management act is to increase population densities in urban areas to better preserve the rural areas. If this area is going to be changed from rural to urban, why not increase the base density as much as possible so that current rural areas, can stay that way long into the future? Part of living in Snohomish County is the beautiful rural areas. We enjoy our county community and if it is going to be changed into residential neighborhoods, please have the base density of 6.5 du/acre.

Thank you for your consideration,

Heather and Bill Izzard



## COMMENT SHEET

### City of Marysville – Whiskey Ridge Master Plan – Open House

Thursday, November 16, 2006

**Name:** Ken W. White

**Address:** 3303 87thAv NE 98205

**Phone Number:** 425-377-0282

**Email Address:** white kenw@msn.com

**Please identify aspects of the alternatives that you like or agree with, and why:**

Plans 1-3 and 5-6 are less invasive than alternative number four. The proposed road changes in alternative number four would affect more property owners and would create more parcels of land unavailable for development.

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

I dislike all six alternatives regarding proposed changes in roads. Does it make sense financially to put in a brand new road? Widening Soper Hill and Hwy 528 would be less expensive, and less invasive of homeowners. Widening existing roads would also leave the property in our area more desirable to the builders and developers, possibly resulting in more homes and more tax dollars. In addition, the proposed road would not alleviate the traffic.

The proposed plan for the road, especially alternative number four, would break up, rendering useless, many parcels of land. What would become of small fractions of land? Would that be the "best bang for the buck?" People in our area have sale of their property pending and quite a few others have already sold to developers. Even developers stand to lose a great deal of money if that road is put in on a parcel of land they have figured for development.

In addition, are the builders on the West Side of 83rd Ave. aware that the proposed road might level the homes they have just built? Are the families who have recently purchased homes aware of that?

I don't see how this benefits the community. I urge the city to work with members of the neighborhood more and consider options like a Community Benefit Agreement (or CBA). A CBA is an agreement between developer(s) and the community in and around the site where the proposed development is to take place. The agreement provides certain assurances and guarantees to the residents and government of the locale in the form of a binding contract negotiated by community leaders, developers and local politicians. A CBA reinforces and secures cooperation from the developer(s) in improving or maintaining the standard of living inside the affected area. Take advantage of the wisdom of community members and work with them to create plans that truly benefit the community and keep it viable. One informational meeting is not enough. We need a series of meetings where the neighborhood can be authentically involved, not in opposition to commercial rezoning and development, but consisting of a diverse set of viewpoints willing to compromise to maintain a community livable for all. Let's do something different this time and help create a model for more rational and democratic planning.

**Other comments:**

On Wednesday evening, neighbors in the Sunnyside/Whiskey Ridge neighborhood met at 7PM at 3303 87<sup>th</sup> Av NE to discuss the alternatives of the Whiskey Ridge Master Plan. At this meeting, we agreed to form a neighborhood committee and we agreed to the following petition:

“We, the citizens of the city of Marysville, Whiskey Ridge, petition the city to delay approval of a Whiskey Ridge Master Plan, and increase genuine efforts to involve neighborhood members in the decision-making process regarding rezoning and development projects. We are concerned about the integrity of our neighborhood, higher property taxes and losing rural culture. We fear that many of the Master Plan alternatives encourage development that will return little to our community beyond traffic congestion and displacement of our homes.

We also propose that city planners consider facilitating a Community Benefit Agreement between developers and our neighborhood that would specify benefits to be provided to our neighborhood affected by a particular development. We understand that this will require more community meetings.”

We plan to present this petition to the City Council on Dec. 12.

December 11, 2006

**COMMENT SHEET**

**City of Marysville -- Whiskey Ridge Master Plan**

Name: Shelly & Tim Thomas  
 3626 87<sup>th</sup> Ave NE  
 Everett Wa 98205  
 425-334-6951  
[Shelly-thomas@comcast.net](mailto:Shelly-thomas@comcast.net)

**ALTERNATIVE #1**

Appears to use good existing road surface on Densmore also appears that the proposed arterial runs on property lines which would benefit the neighborhood and not split parcels or go through the middle of existing houses.

**ALTERNATIVE #2**

Appears to have a lot of "Little" roads and cuts too many parcels. If does use Densmore which is a good usable road surface.

**ALTERNATIVE #3**

Also appears to create a lot of new road surface that could be eliminated or redrawn and still achieve the same outcome of directing traffic to Marysville densely populated neighborhoods. This also has a straight through road from 92 leading to a non-collector arterial which would be mean a dead stop for cars coming into Marysville.

**ALTERNATIVE #4**

Winding road, cutting through existing homes that are less than 10 years old. Cuts through parcels and makes small unusable parcels. The same effect could be achieved by using Densmore, then cutting straight west along property lines to new road 40<sup>th</sup>. This would not divide parcels or displace current residence. Currently on 87<sup>th</sup> Alternative #4 plan would virtually displace at least 6 homeowners. I feel my property value will plummet with this plan..

**ALTERNATIVE #5**

This plan is acceptable except for the road going straight to 83<sup>rd</sup>. it would create too much flow of traffic to a non-collector arterial.

**ALTERNATIVE #6**

This plan need to utilize more of Densmore and connect 44<sup>th</sup> through to Densmore. Eliminate the straight road to 83<sup>rd</sup> ave. Utilizes property lines and does not cut parcels in half or make small pieces.

**IN SUMMARY**

Alternative #4 is the most damaging to the existing area. This plan cuts through the most property and existing houses. This would create the most cup-up parcels and displace the most existing property owners. Most options show a road going straight to a non-collector arterial which will create the most traffic going to nowhere or directly into a small housing development. I propose elimination of the straight road to 83<sup>rd</sup> or make 83<sup>rd</sup> the collector arterial.

I think the planning commission should physically investigate the neighborhood as is right now and identify the exact pieces to be effected. I would hope the commission has done their due diligence and identified the parcels to be effected.. Why not use vacant land for the alternatives.

**I am in agreement with Alternative #3** However I do not support any of the recommended choices. #3 would have the least negative impact on the neighborhood and still provide collector arterials to major housing and commercial areas of Marysville. It would not cut-up properties and would use existing Densmore rd. and displace the least number of existing homeowners.

**From:** keith swezey <keithswezey@yahoo.com>  
**To:** <ghirashima@ci.marysville.wa.us>  
**Date:** Mon, Dec 11, 2006 9:42 AM  
**Subject:** whiskey ridge

As a resident and property owner within the proposed annexation area I would like to state my support of the proposed annexation, specifically alternative #6. I believe this plan provides the best use of land combined with the best street layout for the futuer of the city and the area. Alternative #6 also provides for the installation and maintenance of streets and utilities to be a smooth and easy transition.

I will be unable to speak during the upcoming Public Hearing and would like for this e-mail to be considered in lieu of my oral presentation.

Thank You,  
Keith Swezey  
4318 87 Ave NE  
Everett, WA

---

Want to start your own business? Learn how on Yahoo! Small Business.



December 12, 2006

Marysville Planning Commission  
80 Columbia Avenue  
Marysville, WA 98270

**RE: Proposed Secondary Traffic Impact Fee for Whiskey Ridge**

Dear Commissioners:

On behalf of Barclays North, Inc., I am writing to express our opposition to the proposed secondary traffic impact fee for the Whiskey Ridge Master Plan Area. We believe strongly that this proposed fee is unfair, unconstitutional and unreasonable.

We base our objections on the following.

**The Proposed Fee is Unfair to Development in Whiskey Ridge**

Development in the Whiskey Ridge planning area will be required to pay a disproportionate share of the transportation improvement throughout the city. Currently, new developments citywide are paying a transportation impact fee of approximately \$3,000.00, which goes to support all the city's transportation needs as outlined in the city's Transportation Improvement Plan (TIP). This means that in paying the present fee, new development in Whiskey Ridge is supporting project improvements in Smokey Point/Lakewood.

Under the proposed secondary traffic impact fee, new development in Whiskey Ridge will now be required to pay a second approximate \$3,000.00 that will be used for two projects in the Whiskey Ridge Plan area that will still be to the benefit of other residents and developments of the city.

In order to be fair, the city should be adding the two projects that are the basis for the fee to the city's transportation improvement plan and include them as part of the city's overall transportation impact fee cost basis.

Further, residential and strip commercial development will bear an even more disproportionate and inequitable burden of paying the fee because of an ordinance enacted by the City last year that credits large commercial projects



50% of the value of their impact fees paid after three consecutive years of annual sales tax revenue to the city in excess of \$200,000.00.

### **The Proposed Fee is Unconstitutional**

The proposed fee is unconstitutional because it violates an applicant's rights to be free from unconstitutional takings. Whether a condition imposed upon development passes constitutional muster or is an unconstitutional taking is governed by two principles. The first, commonly referred to as the "nexus" rule, provides that the exaction or condition imposed must be based on and used to solve a problem connected to the proposed development. *Benchmark Land Company v. City of Battleground*, 103 Wn. App. 721, 726, 14 P.3d 172 (2000). The essential question here is whether the new development alone drives the proposed improvements. The second principle, commonly referred to as the proportionality rule, provides that the exaction or condition must be roughly proportional to the development's impact upon the problem. *Benchmark*, 103 Wn. App. at 726. The proposed impact violates both these principles.

The city has already adopted a citywide impact fee system that apportions fees based upon the impacts of development. The city previously determined that this system would be the only manner in which it would collect transportation impact fees. If the city wishes to change or update its impact fee system, it must do so for the entire city, otherwise the city is placing a disproportionate burden upon development in Whiskey Ridge Plan area beyond what the city has already legislatively determined is roughly proportionate to the impacts of this future development.

Further, the city's attempt to use the same discounting for the secondary impact fee as the citywide impact fee in an effort to treat it the same as the citywide fee neither makes the fee more defensible, nor automatically satisfies the legal requirements of RCW Ch. 82.02. RCW Ch. 82.02 requires that the fees be based on an adopted TIP, based on the impacts of new development and must be balanced with other sources of funding.

In calculating this impact fee, the city has not adequately distinguished between the impacts of new development and any existing deficiencies that are associated with these projects and that are not solely resultant from new development. Moreover, the city has these projects as developer funded, city funded or a combination of both, but it has not identified fully nor accurately calculated under law the availability of other funding sources and any credits for



“past or future payments made or reasonably anticipated to be made by new development.” RCW 82.02.060(1)(b)&(c).

### **The Proposed Fees Violate an Applicant’s Rights**

In order to avoid a violation of an applicant’s right to substantive due process, a regulation (i.e. the secondary impact fee) must satisfy three criteria: (1) it must be aimed at a legitimate public purpose; (2) it must use means reasonably necessary to achieve this purpose; and (3) it must be unduly oppressive to the applicant. *Christianson v. Snohomish Health District*, 133 Wn.2d 647, 946 P.2d 768 (1997).

In this situation, the proposed fee violates substantive due process for the following reasons.

First, the city’s public purpose is not entirely legitimate. The city can update its citywide traffic impact fee in order to assess new development its proportionate share of the cost of these projects. Furthermore, the proposed fee elevates the inequity and unfair imposition of fees between different types of development.

Second, the proposed secondary impact fee is not a necessary means to fund these proposed transportation improvements. The city has an existing impact fee system upon which it relies to impose impact fees. The city does not have a legitimate reason to go beyond this system to impose additional fees where the city can simply add the project into the existing system. The city has not provided any legitimate rationale for not using the current impact fee system.

Third, the proposed impact fees are clearly unduly oppressive. The proposed impact fees are exorbitant in comparison to impact fees collected from other development within the city, place an unfair burden on development in this area and impose a heavy and disproportionate burden on residential and small commercial developments.

### **The Proposed Fee Discourages Affordable Housing**

Our region’s housing affordability is suffering. Adding this additional fee to the cost of development will continue to create undue economic disparity between those that own homes and those that do not. In the past eighteen months that city has raised all its major development fees. Water fees have been increase by more than \$2,000.00, sewer by more than \$2,700.00, school fees by more than \$3,000.00 and traffic fees by more than \$1,300.00. This additional \$3,000.00 will





bring the total increase for these fees to more than \$12,000. This does not include increases to permit and review fees.

As you have heard before, these fees are a pass through to the consumer and are apart of the cost of a home. The legislative decisions of the city have directly increased the cost of a home by more than \$12,000.00 in the past eighteen months. The impact of this \$12,000.00 is more than \$71.00 per month in a mortgage (based on a fixed six percent interest over a 30 year mortgage).

In conclusion, we ask the Planning Commission to remove this secondary impact fee from the Whiskey Ridge Plan and direct staff to update the city's existing TIP, impact fee cost basis and fee to include these two projects. This is the most fair and logical approach.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "David K. Toyer", is written over a horizontal line.

David K. Toyer  
Vice President for Government Affairs

cc: Honorable Mayor Kendall, City of Marysville  
Ms. Gloria Hirashima, Director of Community Development, City of Marysville  
Mr. Mike Pattison, Snohomish County Director, Master Builders Association

**From:** "Tom DeDonato" <tjd@spro.net>  
**To:** "Gloria Hirashima" <ghirashima@ci.marysville.wa.us>  
**Date:** 12/12/2006 6:14:43 PM  
**Subject:** Tonight's Meeting

Kenley East, LLC would like to go on record as disagreeing with the proposed Secondary Impact Fee referred to in the proposed Marysville Comprehensive Plan to be presented at tonight's meeting.

Tom

Thomas J. DeDonato

10257 NE 64th Street

Kirkland, WA 98033

(425) 417-3455

**CC:** "Bobby Welcome " <bobw@rrjwelcome.com>

**From:** MARK W HIBBERT <markhibbert@verizon.net>  
**To:** <ghirashima@ci.marysville.wa.us>  
**Date:** 12/12/2006 5:01:34 PM  
**Subject:** Whiskey Ridge / Master Plan

Hi Gloria ... I live at 5808 83rd Ave NE, Everett, WA 98205 and feel strongly that our area (currently not included in the master Plan) should be represented in the Master Plan. I've spoken with several neighbors (as recently as today) who feel the same way.

Thanks, Mark Hibbert

## WHISKEY RIDGE MASTER PLAN &amp; DEVELOPMENT REGULATIONS

NOVEMBER 16, 2006

NAME	ADDRESS	PHONE #
Gail & Terry Johnson	4829 87 <sup>s</sup> AVE NE	425-397-3992
Ken Pindell	3826 8 <sup>th</sup> AVE NE	
LYON WISEMAN	5716 83 <sup>rd</sup> AVE NE	425-397-8625
Brant Paylor	3517 87 <sup>th</sup> Ave NE	425 359 6987
Tom King	3113 Sunnyside Blvd	425-334-9104
JAMES VASIL	4332 87 <sup>th</sup> AVE NE	425-334-6950
Dan Roth	12804 51 <sup>st</sup> Ave NE	239 4974
Don Hemen	505 CEDAR AVE SUITE B-1	531-2663
Mark Minor	8512 E. Sunnyside School Rd.	425-377-1108
Becky Holland	<sup>mailing</sup> 8113 2 <sup>nd</sup> PL NE EV 98205 5209 83 <sup>rd</sup> AVE NE	425 397 0432
Andrey Myasnikov	8532 60 <sup>th</sup> st NE	425 257 222
Marci Miller	4617 87 <sup>th</sup> Ave NE	425 239 9585
Tyler Ambrosic		906 953-7058

## WHISKEY RIDGE MASTER PLAN &amp; DEVELOPMENT REGULATIONS

NOVEMBER 16, 2006

NAME	ADDRESS	PHONE #
GAIL KALLICOTT	4612-87 <sup>th</sup> Ave NE EV. WA. 98205 98205	425-334-7578
Lawrence & Poni Garner	4515 87 <sup>th</sup> Ave NE Everett, WA	425-334-2627
Lois & Roald Haugen	3516 87 <sup>th</sup> Ave. NE Everett	425-334-8642
Nancy Johnson	3911 83 <sup>rd</sup> Avenue East	425-335-0408
Jon Aylesworth	3905 87 <sup>th</sup> Ave NE	
Ardelle Gronquist	3804 87 <sup>th</sup> Ave NE	425-397-6967
Rich Gronquist	3804 87 <sup>th</sup> Ave N.E.	425-397-6967
Duane Wiseman	2805 E. Sunnyside Sch Rd	425 754 1486
Adria DeGroot	4625 83 <sup>rd</sup> Ave NE	425-334-1268
ASA OSBORN	4927 87 <sup>th</sup> AVE N.E.	425-345-0157
Kyle Lublin	17421 Bonheur Everett Highway, Suite 200	425-710-9611
Angie Seates	2503 Meadow Dr Lake	425-330-9881
Jerry Andes	1523 10 <sup>th</sup> St	360-659-6639
Dave Doherty	11809 Titan Pde Ln. Woodway	425-750-1899
Barbara Miller	305 91 <sup>st</sup> #301 Everett	425-330-7517
CHRIS OOSTERHOF	218 MAIN ST #337 Kirkland WA	206-412-86



## WHISKEY RIDGE MASTER PLAN &amp; DEVELOPMENT REGULATIONS

NOVEMBER 16, 2006

NAME	ADDRESS	PHONE #
Chris Bondi	10515 20 <sup>th</sup> St. SE Everett, WA 98205	425-629-6907
Laura Lacey	4427 83 <sup>rd</sup> Ave NE EVT 98205	425 319 3835
Doug LACEY	4427 83 <sup>rd</sup> Ave NE EVT 98205	425 319 3835
JAMES PROCTOR	8310 E Sunnyside School Rd Everett, WA 98205	425-397-9466
Kathy Proctor	" "	" "
Ron Berger	3005 83 <sup>rd</sup> Ave NE Everett	425) 334-6583
Gene Kulhovsky	1024 Terrace ct. Mukilton WA	
Lee Clark	7811-44 <sup>th</sup> St. N.E. Marysville	425 334-4934
Kay Smith	7807-44 <sup>th</sup> St. N.E. Marysville	425-334-253,
Gail Minor	8512 E Sunnyside School Rd Everett WA 98205	425-377-1108
Michael Brengman	4826 87 <sup>th</sup> Ave NE	425-334-0998
Heather IZZARD	4726 87 <sup>th</sup> Ave NE	425 335-7786
Gale Prouty	5808 83 <sup>rd</sup> Ave NE	360-659-5460
Marsha Murray	4623 87 <sup>th</sup> Ave NE	425-397-7820
Kevin Johnson	3911 83 <sup>rd</sup> Ave NE	425 335-040
Alisoun Lamb	3611-71 <sup>st</sup> Ave NE,	

**COMMENT SHEET**

**City of Marysville - Whiskey Ridge Master Plan – Open House**  
Thursday, November 16, 2006

Name: Tom King  
Address: 3113 Sunnyside Blvd MSU  
Phone Number: 425-334-9104  
Email Address: \_\_\_\_\_

**Please identify aspects of the alternatives that you like or agree with, and why:**

1) Preserve open space around creek/lake  
2) complete & improve roadways including access to SR 92.  
3) Possible future trails

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

Ø

**Other comments:**

Thank you.

*Please continue on the other side of this page, if needed...*

**The City of Marysville appreciates your comments and ideas. Thank You!**

### COMMENT SHEET

**City of Marysville - Whiskey Ridge Master Plan – Open House**  
Thursday, November 16, 2006

**Name:** Kevin Johnson  
**Address:** 3911 83rd Ave NE, Euf  
**Phone Number:** 425 3350408  
**Email Address:** Kevinj@comcast.net

**Please identify aspects of the alternatives that you like or agree with, and why:**

I like the people friendly aspects -  
trail, parks, beautifying walls.  
Making area a community

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

more mixed use, esp. along 40<sup>th</sup> St.  
Our property is the only one along  
that road (on view #4) without mixed  
use designation, or multi-family.

**Other comments:**

*Please continue on the other side of this page, if needed...*

***The City of Marysville appreciates your comments and ideas. Thank You!***



Hi Dan,

Here is the message that I sent to Gloria.

Thanks,

*Mike Bickford*

-----Original Message-----

**From:** Mike Bickford [mailto:mikeb@bickford.net]

**Sent:** Wednesday, November 15, 2006 8:11 PM

**To:** 'ghirashima@ci.marysville.wa.us'

**Subject:** Whisky Ridge

Hi Gloria,

I met you Tuesday night at the Planning Commission meeting. Thank you for pointing me to the website to access the six different plans.

I hope to attend tomorrow nights meeting, but I also need to pick my son up from the airport later in the evening. My son is obviously the higher priority.

Is it possible to send an e-mail to the members of the Planning Commission? If it is, can you provide their e-mail addresses?

I am not sure, but I believe you mentioned using roads, streams and other types of buffers to separate the different uses when possible. I agree with that. Most of all, I believe that it is very important to protect (or separate) the single family properties from the other types of uses. Typically homeowners buy single family homes and these buyers really care about what is around their home. Few buyers of a single family home will want a home that backs up to a three story apartment complex. It would be far more desirable to have some distance between your home and the apartment complex.

My point is that I believe an important priority should be to attempt to have the fewest number of multi-family parcels directly adjoining single family lots. For the most part, I like the way version 4 uses roads and streams to separate the different uses. There is one section however that has a significant number of single family lots adjoining multi-family lots. There are a many single family lots facing 83<sup>rd</sup> that back up to multi-family lots that face 87<sup>th</sup>. Actually most all versions seem to show this same concept.

I see a couple of ways to reduce this concern. One way would be to have all the parcels between 83 and 87 zoned the same. Another way would be draw the line between the single family zoning and the multi-family zoning differently. Instead of running the dividing line north to south, it could run east to west. That way only two single family lots would be adversely impacted by the multi-family lots.

I personally would zone all of the property east of 87<sup>th</sup> as neighborhood commercial or mixed use. I would then have all property between 83<sup>rd</sup> and 87<sup>th</sup> zoned multi-family. Hwy 9 provides a unique opportunity as there is no need to worry about devaluing homes in a single family neighborhood. I believe that 87<sup>th</sup> provides an ideal boundary between commercial businesses and multi-family property. I think most people who live in apartments or condos appreciate the convenience of nearby shops.

Again, my primary concern is protecting the single family home that is (or will be) privately owned. 83<sup>rd</sup> appears to serve as the best buffer to accomplish this.

Thank you for your consideration,

*Mike Bickford*

425-308-1443 Cell

**Bickford Motors**

**General Manager**

☎ Wk: (425) 334-4045

☎ Fax: (360) 563-0903

✉ E-Mail: mikeb@bickford.net

November 30, 2006

Gloria Hirashima  
Community Development Director  
City of Marysville  
80 Columbia Ave  
Marysville, WA 98270

Dear Gloria,

Many of the property owners in the Whiskey Ridge Master Plan area have concerns they would like to share regarding the proposed zoning. Plan #4 offers the most forward thinking options with some adjustments.

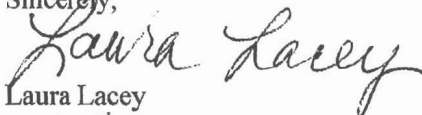
The city would like to see the area more pedestrian oriented with sidewalks, parks and walking trails but the densities are insufficient to make it feasible for a developer to go for the full incentives thus the landscape will be more of the same, housing development after housing development with sporadic large lots instead of a modern planned community. (Kirkland, Redmond and Mill Creek are great examples of progressive planned communities with high density pedestrian oriented urban areas.)

The commercial looks good along HWY 9. It will offer services that will take away the need to travel to Frontier Village, Everett or Smokey Point for many items. Wall Mart at 528 and HWY 9 will provide a food store, but to have a quality store, like Central Market at Mill Creek, densities would have to be higher. This type of store would have a big draw because there are no markets offering their style of products. Residents from the surrounding communities of Lake Stevens, Granit Falls, Arlington and unincorporated Snohomish County will find this type of store desirable and will want to shop there also. This would be a benefit to the city's revenue base which will add to the overall quality of life for its citizens.

The mixed use proposed is very appealing because it offers services on a community level, once again however the densities have to be higher to make it profitable for a developer to build this type of community retail structure.

High density housing appeals to a broad age group when it is mix with convenient shopping dining and recreation options. The city's design standards insure longevity of a structure. The shopping allows for goods and services within walking distance of many people. This type of community would be a perfect match for all of the Whiskey Ridge Master Plan area because it is a large piece of land that is bordered by a major arterial. (Mill Creek has the Bothell Everett Hwy, Kirkland has Juanita Dr.) The area is a gateway to the city from the south west and can be used by planning commission to set a forward thinking image for the city.

Sincerely,



Laura Lacey  
4427 83<sup>rd</sup> Ave NE  
Everett, WA 98205

*Examples of high density mixed use that have visual and lifestyle appeal.*



Pedestrian oriented pathways make access to shopping and dining easy



Shopping on the edge of neighborhoods connected by sidewalks



Appealing architecture, low maintenance appeals to all ages



Open decks 4 stories



Small lots sidewalks to shopping, interesting street, garage in back



Duplexes offer high density with single family look and affordability



Density, retail and appealing to the eye

## To Whom It May Concern:

My name is Mark Minor and I live at 8512 E. Sunnyside School Rd. I am writing this letter with the intent of providing you some input/feedback regarding the draft of the East Sunnyside/Whiskey Ridge Master Plan.

Let me start by saying that I know I have conflicting interests and I'm uncertain of what's best or what I'd like to see happen in the Whiskey Ridge area. I understand and have similar thoughts with some people and completely different ideas from others. I don't know if my words can be read without a sense of bias, so please understand that I'm prepared to live with what the City approves, but I would appreciate you considering the following thoughts with regard to the Master Plan Draft.

- ❖ I was surprised with the amount of single family housing in all six proposals.
- ❖ The entire area west of 83<sup>rd</sup> is zoned single family and most of the area north of Sunnyside School Road is zoned single family, so why put in more single family?
- ❖ I had in my mind, that the plan for this area would be for more business, similar to State street or Frontier Village.
- ❖ If I want to go out for dinner, get a haircut, do some shopping, fill up my car with gas, etc. I must drive to Frontier Village, Everett, or Marysville. With the increase of single family residence in the surrounding areas, it's my belief that the current and future residences of this area and out lying areas will want convenience along with choices regarding services and retail. I believe this southeast corner of Whiskey Ridge would be the ideal area for more Business, Mixed Use, and Multi-Family to serve these needs.
- ❖ Perhaps multi-family homes along the East side of 83<sup>rd</sup> make sense, because of the single family homes along the west side.
- ❖ With traffic considerations, 87<sup>th</sup>, Densmore, Sunnyside School Rd. seems ideal for business.

- ❖ Some people are new to the area or just starting out and with the price of homes today, I believe there's a real need for multi-family housing.
- ❖ The more you do to alleviate traffic congestion, the better the plan.

If I were to pick the best proposal of the six proposals, I would pick #4. Everything considered, this seems the best-balanced plan.

If I could revise a proposal, I would add a combination of business, mixed use, and multi-family along the East and West side of 87<sup>th</sup>, from Soper Hill Rd. to 528 and along the North and South side of E. Sunnyside School Rd. I believe people want convenience along with choices regarding services and retail. I don't see the need for additional single family homes vs. business, mixed use, and multi-family for this area.

I hope this helps with the tough decisions you face that will undoubtedly affect so many in the community and surrounding areas. Please, let me know if there's anything further that I can do to help.



Mark Minor  
8512 E. Sunnyside School Rd.  
Everett, WA 98205  
Phone 425-377-1108

COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan - Open House  
Thursday, November 16, 2006

Name: JAMES VASIL  
Address: 4332 87TH AVE NE  
Phone Number: 425-239-2936  
Email Address: parkervasil@comcast.net

Please identify aspects of the alternatives that you like or agree with, and why:

[Empty box for identifying aspects of alternatives that are liked or agreed with]

Please identify aspects of the alternatives that you dislike or do not agree with, and why:

Alternative #1 would zone part of our land as single family (00590700018702) and part as multi-family (00590700020501). These two tax parcels are on a single deed and having them zoned differently would be inconvenient, to say the least.

Other comments: (Cont.)

I also believe that having them zoned the same and we prefer multi-family as proposed in the other five alternatives - would make the property more attractive to developers which should speed up how quickly 44th St. NE can be extended.

*Please continue on the other side of this page, if needed...*

The City of Marysville appreciates your comments and ideas. Thank You!

*Thanks,  
James*

COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan -- Open House  
Thursday, November 16, 2006

Name: JAMES VASIL  
Address: 4332 87TH AVE NE  
Phone Number: 425-239-2936  
Email Address: parkervasil@comcast.net

Please identify aspects of the alternatives that you like or agree with, and why:

EXTENDING 44th St. NE seems a good idea...

Please identify aspects of the alternatives that you dislike or do not agree with, and why:

... but stopping the extension at 87th (all plans) seems like it will cause congestion and reduce the use of this road as an alternative to 40<sup>th</sup> and Soper Hill.

Other comments:

Suggest you extend 44th St NE ~~all the~~ to connect with Highway 9 at 42nd St. See ~~attached~~ Alternative A-IV, ~~on other side of this pg.~~

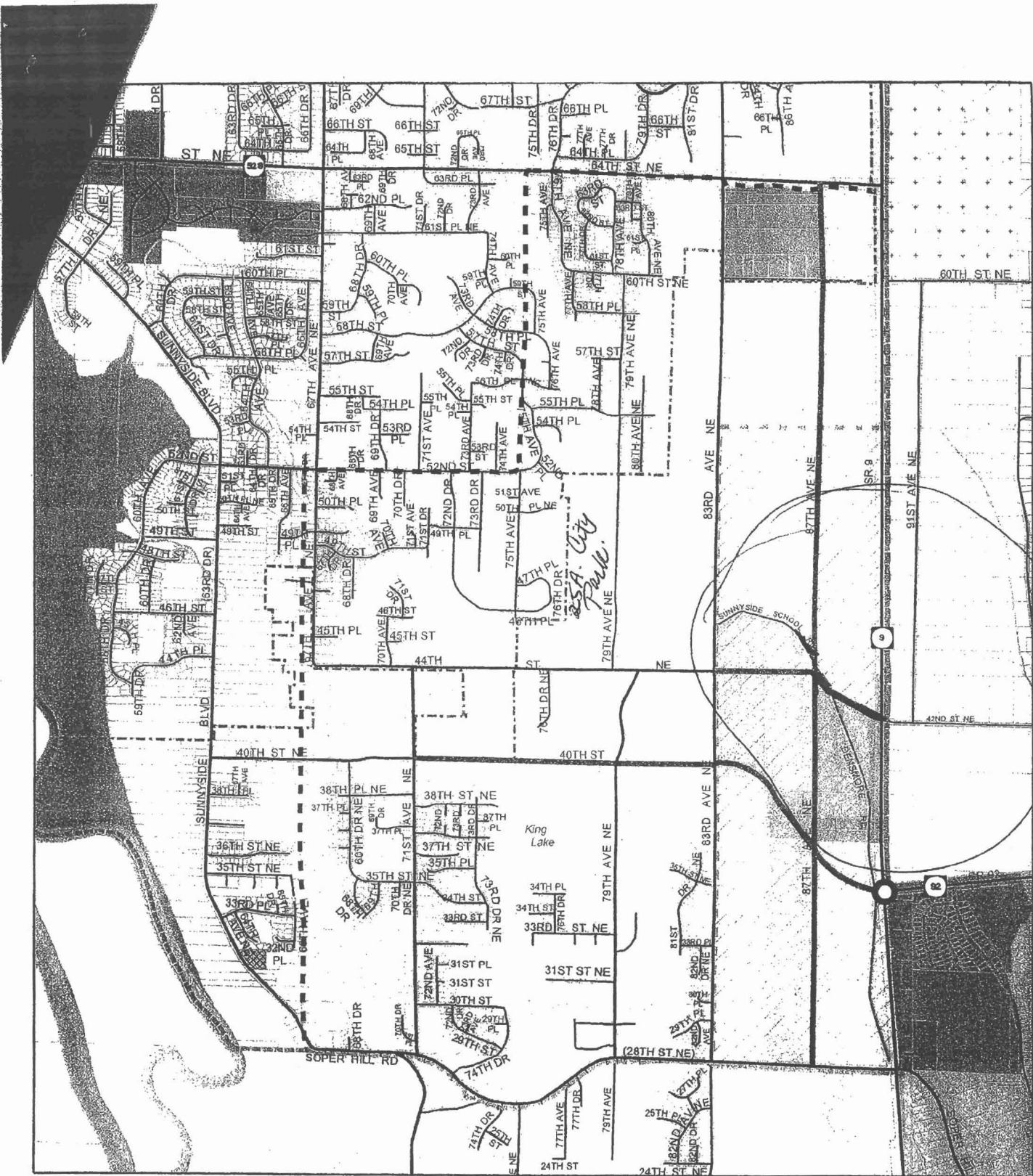
Please continue on the other side of this page, if needed...

attached, for a sketch of this idea. If both

The City of Marysville appreciates your comments and ideas. Thank You!

44th and 87th are collector arterials, may also need to change Sunnyside School Road some.

Thank you. James



**City of Marysville**  
**DRAFT**  
**Whiskey Ridge Master Plan**  
**Alternative #4- JV**

October 12, 2006



<ul style="list-style-type: none"> <li> Marysville City Limits</li> <li> Marysville Urban Growth Area</li> <li> East Sunnyside Neighborhood</li> <li> Master Plan Area</li> <li> Proposed Collector Arterial</li> <li> Commercial</li> <li> Multi-Family</li> <li> Mixed Use</li> <li> Single Family</li> </ul>	<p><b>Marysville Comprehensive Plan</b></p> <ul style="list-style-type: none"> <li> Community Business</li> <li> Mixed Use</li> <li> R12 Multi-Family Low</li> <li> Neighborhood Business</li> <li> R18 Multi-Family Medium</li> <li> R6.5 Single Family High</li> <li> R4.5 Single Family Medium</li> <li> Recreation</li> <li> Open Space</li> </ul>	<p><b>County Future Land Use - March, 2006</b></p> <ul style="list-style-type: none"> <li> Urban Commercial</li> <li> Urban Industrial</li> <li> Rural Residential 5 Acre</li> <li> Rural Residential 5 Acre Basic</li> <li> Urban High Density Residential</li> <li> Urban Medium Density Residential</li> <li> Urban Low Density Residential</li> <li> Public/Institutional</li> </ul>
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COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan – Open House  
Thursday, November 16, 2006

Name: JAMES VASIL  
Address: 4332 87TH AVE NE  
Phone Number: 425-239-2936  
Email Address: parkervasil@comcast.net

Please identify aspects of the alternatives that you like or agree with, and why:

[Empty box for identifying aspects of alternatives that are liked or agreed with.]

Please identify aspects of the alternatives that you dislike or do not agree with, and why:

It is unclear from the plan, and even to the Marysville employees at the open house, whether or not any <sup>of the</sup> roads were being closed by the plan. specific alternatives were suggesting the closure of certain roads.

Other comments:

Add this ~~is~~ information to the "staff recommendation" version of the plan. Preferably in text and shown on the drawing.

Please continue on the other side of this page, if needed...

The City of Marysville appreciates your comments and ideas. Thank You!

Thanks,  
James

COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan - Open House  
Thursday, November 16, 2006

Name: JAMES VASIL  
Address: 4332 87TH AVE NE  
Phone Number: 425-239-2936  
Email Address: parkervasil@comcast.net

Please identify aspects of the alternatives that you like or agree with, and why:

We ~~are~~ were happy to learn that the city was not planning to come in and build all the proposed roads..

Please identify aspects of the alternatives that you dislike or do not agree with, and why:

... but this fact was not clear from our reading of the draft plan.

Other comments:

Please clarify the plan so that it is very clear that the road improvements will only be done as a part of development of these areas.

*Please continue on the other side of this page, if needed...*

**The City of Marysville appreciates your comments and ideas. Thank You!**

Thanks,  
James

COMMENT SHEET

City of Marysville - Whiskey Ridge Master Plan - Open House  
Thursday, November 16, 2006

Name: JAMES VASIL  
Address: 4332 87TH AVE NE  
Phone Number: 425-239-2936  
Email Address: parkervasil@comcast.net

Please identify aspects of the alternatives that you like or agree with, and why:

[Empty box for positive comments]

Please identify aspects of the alternatives that you dislike or do not agree with, and why:

[Empty box for negative comments]

Other comments:

When I moved here (24 years ago) I recall ~~that~~ there was a 2nd street sign on 87th Ave. that said "Wiskey Ridge." It would be nice if historically accurate information about where "Wiskey

*Please continue on the other side of this page, if needed...*

Ridge" really ~~was~~ was documented. Perhaps  
The City of Marysville appreciates your comments and ideas. Thank You!

This could be posted somewhere along the proposed  
"Whiskey Ridge Trail."

**From:** <goldtales7@comcast.net>  
**To:** <ghirashima@ci.marysville.wa.us>  
**Date:** 12/07/2006 2:52:10 PM  
**Subject:** homeowner in annexation area

Gloria,

I understand you are the contact person in regards to some comments and concerns I have in regard to the proposed road and development in the "Sunnyside/Whiskey Ridge" area.

I reside at 3614 87th Ave NE and have lived there for 14 years. I have watched the area grow and yet it still has a bit of rural feel to it. I do understand the development of the area is inevitable yet would like to voice my opinion especially in regard to the proposed road ( six plans I understand) that would be a continuation of Hwy 92 heading west.

Following are some of my ideas/concerns:

Does it make sense financially to put in a brand new road ? Why not widen Soper Hill & Hwy 528 as would be less money involved, less invasion of homeowners and maintain our area as is. Which in turn would leave the property in our area more desirable to the builders and developers and therefore result in more homes = more tax dollars. The proposed road would not alleviate the traffic. It would result in cars trying to avoid the traffic choosing alternative routes and driving too fast.. Are families that are looking for a home to purchase to going to be in favor of an area like that ? Children would have to cross a busy street to visit a friend who lived a 5 minute walk away. I overlook 83 rd Ave and for the past few years see cars driving very fast to get to where they are going thinking its shorter and quicker. From time to time I see police cars ticketing cars and doing a "emphasis" patrol. Its a residential area and I would bet some cars are exceeding 50 mph. Not conducive

to children riding their bikes or people walking. Wouldn't it make more sense to keep cars on current main roads?

The proposed plan for the road would end up breaking up (and rendering useless) many homeowners parcels of land. What would become of those small fractions of land ? Is that the "best bang for the buck" for revenue ? I understand many people in our area have sale of their property pending and quite a few others who have already sold to developers. Those developers stand to lose a great deal of money if that road is put in on a parcel of land they have figured would be homes...IE: revenue for them and the city of Marysville would be lost.

Are the builders that are putting in the homes on the west side of 83rd Ave. aware that the proposed road will level the homes they have just finished ? And I wonder if the families who have recently purchased homes there are aware of that ? Does that benefit the community? I would imagine that would be huge detriment to the potential sale of houses that are currently under construction let alone a disclosure issue.

I think there are a lot of valid issues at hand here and hope that you and your department might be able to bring to light these concerns with the City Council. There are homeowners, builders and developers who are all affected by this "road" plan which is not the best way to go for enhancing or developing the said area. Its really not going to benefit any entity as far as I can tell.

Thank you for your time.

Regards,  
 Susan Babich

**COMMENT SHEET****City of Marysville – Whiskey Ridge Master Plan – Open House**

Thursday, November 16, 2006

**Name:** Ken W. White

**Address:** 3303 87thAv NE 98205

**Phone Number:** 425-377-0282

**Email Address:** white kenw@msn.com

**Please identify aspects of the alternatives that you like or agree with, and why:**

Plans 1-3 and 5-6 are less invasive than alternative number four. The proposed road changes in alternative number four would affect more property owners and would create more parcels of land unavailable for development.

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

I dislike all six alternatives regarding proposed changes in roads. Does it make sense financially to put in a brand new road? Widening Soper Hill and Hwy 528 would be less expensive, and less invasive of homeowners. Widening existing roads would also leave the property in our area more desirable to the builders and developers, possibly resulting in more homes and more tax dollars. In addition, the proposed road would not alleviate the traffic.

The proposed plan for the road, especially alternative number four, would break up, rendering useless, many parcels of land. What would become of small fractions of land? Would that be the "best bang for the buck?" People in our area have sale of their property pending and quite a few others have already sold to developers. Even developers stand to lose a great deal of money if that road is put in on a parcel of land they have figured for development.

In addition, are the builders on the West Side of 83rd Ave. aware that the proposed road might level the homes they have just built? Are the families who have recently purchased homes aware of that?

I don't see how this benefits the community. I urge the city to work with members of the neighborhood more and consider options like a Community Benefit Agreement (or CBA). A CBA is an agreement between developer(s) and the community in and around the site where the proposed development is to take place. The agreement provides certain assurances and guarantees to the residents and government of the locale in the form of a binding contract negotiated by community leaders, developers and local politicians. A CBA reinforces and secures cooperation from the developer(s) in improving or maintaining the standard of living inside the affected area. Take advantage of the wisdom of community members and work with them to create plans that truly benefit the community and keep it viable. One informational meeting is not enough. We need a series of meetings where the neighborhood can be authentically involved, not in opposition to commercial rezoning and development, but consisting of a diverse set of viewpoints willing to compromise to maintain a community livable for all. Let's do something different this time and help create a model for more rational and democratic planning.

**Other comments:**

On Wednesday evening, neighbors in the Sunnyside/Whiskey Ridge neighborhood met at 7PM at 3303 87<sup>th</sup> Av NE to discuss the alternatives of the Whiskey Ridge Master Plan. At this meeting, we agreed to form a neighborhood committee and we agreed to the following petition:

“We, the citizens of the city of Marysville, Whiskey Ridge, petition the city to delay approval of a Whiskey Ridge Master Plan, and increase genuine efforts to involve neighborhood members in the decision-making process regarding rezoning and development projects. We are concerned about the integrity of our neighborhood, higher property taxes and losing rural culture. We fear that many of the Master Plan alternatives encourage development that will return little to our community beyond traffic congestion and displacement of our homes.

We also propose that city planners consider facilitating a Community Benefit Agreement between developers and our neighborhood that would specify benefits to be provided to our neighborhood affected by a particular development. We understand that this will require more community meetings.”

We plan to present this petition to the City Council on Dec. 12.



December 7, 2006

City of Marysville  
 Attn: Gloria Hirashima, Community Development Director  
 80 Columbia Ave.  
 Marysville, WA 98270

Subject: Draft East Sunnyside-Whiskey Ridge Master Plan

Dear Gloria,

Thank you for the opportunity to review the Draft East Sunnyside-Whiskey Ridge Master Plan. We look forward to our continued coordination and working relationship with your office on this issue. As you may know, the 60 percent annexation petition is circulating in the Soper Hill area in the City of Lake Stevens UGA just south of Whiskey Ridge. We are planning for the final annexation action to occur sometime in 2007. At that point, the City of Marysville and the City of Lake Stevens will share a common city limit boundary.

Overall, the six alternatives show an increase in land use intensity from the existing planned uses in the Master Plan area. We anticipate impacts to the City of Lake Stevens transportation system and land use compatibility. The City of Lake Stevens supports a final master plan that addresses the items listed below.

#### **TRANSPORTATION SYSTEM**

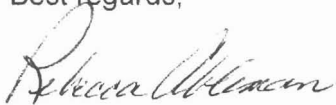
1. There are five collector or minor arterial roadways directed onto Soper Hill Road from the City of Marysville's area to the north including the Master Plan area. The City of Lake Stevens wants to ensure that the level of service on Soper Hill is not diminished as a result of the impacts of traffic from this area. This, of course, involves timing and designation of appropriate roadway improvements from both cities. The County's designation of Soper Hill is "Minor Arterial" that includes a road configuration of two lanes and bicycle lanes plus curbs, gutters, and sidewalks. However, upon annexation, the City of Lake Stevens intends to reevaluate whether or not this is an appropriate designation to support the expected development impacts. Coordination and collaboration on the roadway that will service our two cities in this area is important.
2. The City of Lake Stevens supports coordination between our two cities and WSDOT on the improvements and impacts to SR9 and SR92. As you know, a corridor planning effort for SR9 by the State is currently active.
3. Because of any potential increased densities in this area, the City of Lake Stevens would jointly support additional Transit Service in the neighborhood.
4. The City of Lake Stevens support the realignment of Densmore Road as shown in Alternative #4 of the Master Plan. As an extension of SR92, the realignment appears to benefit overall circulations systems of the area.
5. The City of Lake Stevens supports any and all coordination of trail connections that would connect our communities and any regional areas to the neighborhoods in this area.

## LAND USE AND DESIGN

1. The City of Lake Stevens supports residential uses along Soper Hill Road at similar densities to the south within the City of Lake Stevens UGA. Although the current County designation of the property directly south of the Master Plan area is Urban Industrial, the area is being developed entirely as residential.
2. The City supports limited non-residential uses that are compatible with neighborhood and complement the City of Lake Stevens Frontier Village commercial areas.
3. We are aware that the City of Marysville has been involved in developing a plan for its gateways. The City of Lakes Stevens is in favor of coordinating on design in our joint gateway area. We encourage the opportunity for our cities to work together for the benefit of the citizens in this area.
4. The City of Lake Stevens supports the Lake Stevens School District's interests in this area. The District indicates that you have made contact with them regarding the draft Master Plan. We encourage the City of Marysville to continue coordination with the District's future plans in this neighborhood.

Thank you again for the opportunity to provide input on the plan. We would like to request a joint meeting to discuss coordination of potential joint implementation measures of the issues we have identified above. We look forward to seeing you at your Planning Commission public hearing on December 12, 2006.

Best regards,



Rebecca Ableman  
Planning Director



David Ostergaard, P.E.  
Public Works Director

Cc: Mayor Vern Little  
Jan Berg, Director of Finance and Administration  
City Council  
Robb Stanton, Lake Stevens School District



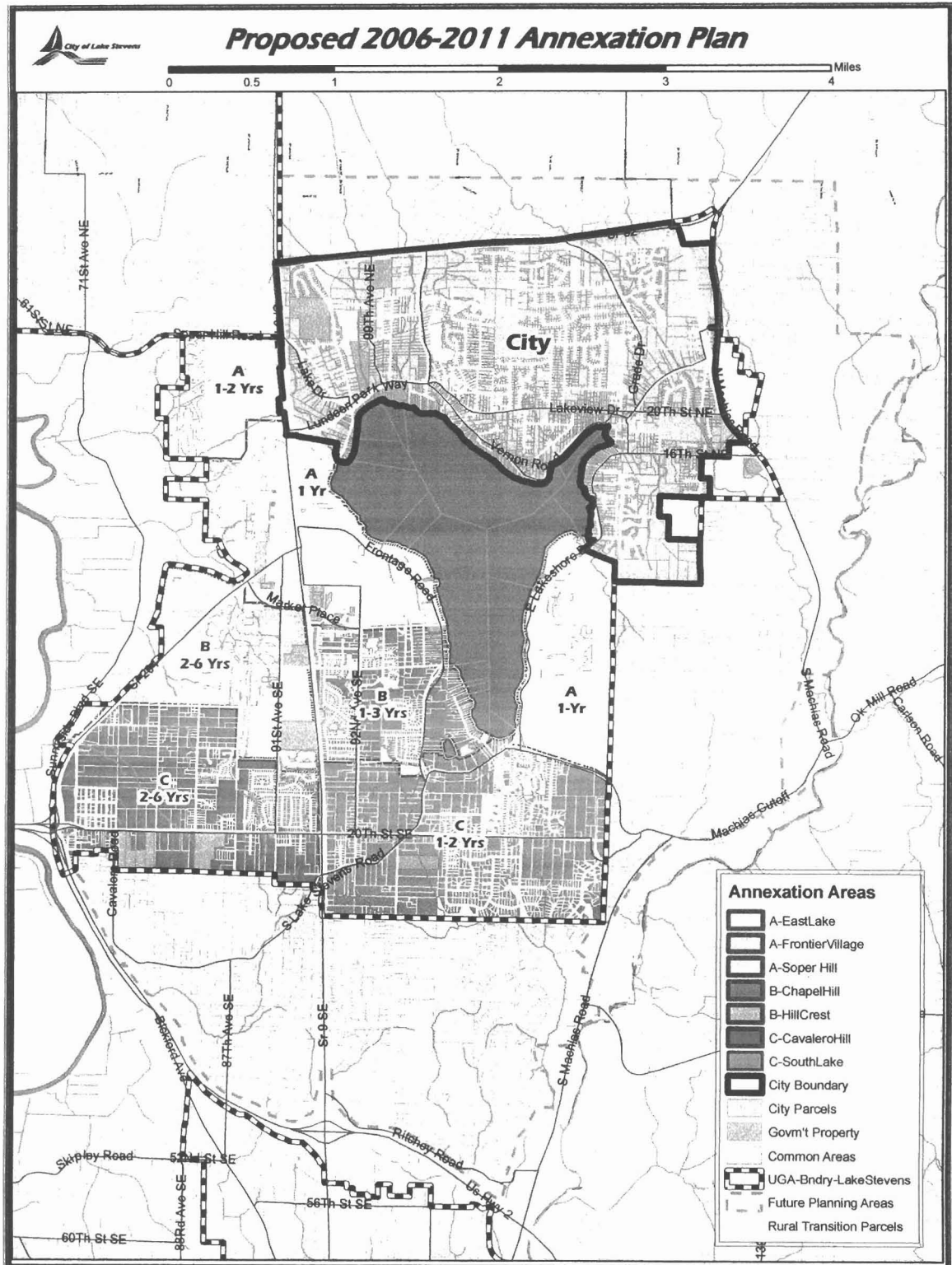


Figure 1.1 - Annexation Areas 2006 - 2011

4726 87th AVE NE  
Everett WA 98205  
November 26, 2006

Marysville City Council  
1049 State Avenue  
Marysville, WA 98270

Dear City Council,

We are residents of 5 acres in the Sunnyside Whiskey Ridge area that has currently been annexed to the city of Marysville. After reviewing the Draft Master Plan we would like to express our desire to have the base density for the proposed zoning to be increased to 6.5 du/acre. The current proposed base density of 4.5 du/acre doesn't seem to fit with the growth management act. My understanding of the growth management act is to increase population densities in urban areas to better preserve the rural areas. If this area is going to be changed from rural to urban, why not increase the base density as much as possible so that current rural areas, can stay that way long into the future? Part of living in Snohomish County is the beautiful rural areas. We enjoy our county community and if it is going to be changed into residential neighborhoods, please have the base density of 6.5 du/acre.

Thank you for your consideration,

Heather and Bill Izzard

## COMMENT SHEET

**City of Marysville – Whiskey Ridge Master Plan – Open House**  
 Thursday, November 16, 2006

**Name:** Ken W. White

**Address:** 3303 87thAv NE 98205

**Phone Number:** 425-377-0282

**Email Address:** white kenw@msn.com

**Please identify aspects of the alternatives that you like or agree with, and why:**

Plans 1-3 and 5-6 are less invasive than alternative number four. The proposed road changes in alternative number four would affect more property owners and would create more parcels of land unavailable for development.

**Please identify aspects of the alternatives that you dislike or do not agree with, and why:**

I dislike all six alternatives regarding proposed changes in roads. Does it make sense financially to put in a brand new road? Widening Soper Hill and Hwy 528 would be less expensive, and less invasive of homeowners. Widening existing roads would also leave the property in our area more desirable to the builders and developers, possibly resulting in more homes and more tax dollars. In addition, the proposed road would not alleviate the traffic.

The proposed plan for the road, especially alternative number four, would break up, rendering useless, many parcels of land. What would become of small fractions of land? Would that be the "best bang for the buck?" People in our area have sale of their property pending and quite a few others have already sold to developers. Even developers stand to lose a great deal of money if that road is put in on a parcel of land they have figured for development.

In addition, are the builders on the West Side of 83rd Ave. aware that the proposed road might level the homes they have just built? Are the families who have recently purchased homes aware of that?

I don't see how this benefits the community. I urge the city to work with members of the neighborhood more and consider options like a Community Benefit Agreement (or CBA). A CBA is an agreement between developer(s) and the community in and around the site where the proposed development is to take place. The agreement provides certain assurances and guarantees to the residents and government of the locale in the form of a binding contract negotiated by community leaders, developers and local politicians. A CBA reinforces and secures cooperation from the developer(s) in improving or maintaining the standard of living inside the affected area. Take advantage of the wisdom of community members and work with them to create plans that truly benefit the community and keep it viable. One informational meeting is not enough. We need a series of meetings where the neighborhood can be authentically involved, not in opposition to commercial rezoning and development, but consisting of a diverse set of viewpoints willing to compromise to maintain a community livable for all. Let's do something different this time and help create a model for more rational and democratic planning.

**Other comments:**

On Wednesday evening, neighbors in the Sunnyside/Whiskey Ridge neighborhood met at 7PM at 3303 87<sup>th</sup> Av NE to discuss the alternatives of the Whiskey Ridge Master Plan. At this meeting, we agreed to form a neighborhood committee and we agreed to the following petition:

“We, the citizens of the city of Marysville, Whiskey Ridge, petition the city to delay approval of a Whiskey Ridge Master Plan, and increase genuine efforts to involve neighborhood members in the decision-making process regarding rezoning and development projects. We are concerned about the integrity of our neighborhood, higher property taxes and losing rural culture. We fear that many of the Master Plan alternatives encourage development that will return little to our community beyond traffic congestion and displacement of our homes.

We also propose that city planners consider facilitating a Community Benefit Agreement between developers and our neighborhood that would specify benefits to be provided to our neighborhood affected by a particular development. We understand that this will require more community meetings.”

We plan to present this petition to the City Council on Dec. 12.

December 11, 2006

COMMENT SHEET

City of Marysville – Whiskey Ridge Master Plan

Name: Shelly & Tim Thomas  
 3626 87<sup>th</sup> Ave NE  
 Everett Wa 98205  
 425-334-6951  
[Shelly-thomas@comcast.net](mailto:Shelly-thomas@comcast.net)

**ALTERNATIVE #1**

Appears to use good existing road surface on Densmore also appears that the proposed arterial runs on property lines which would benefit the neighborhood and not split parcels or go through the middle of existing houses.

**ALTERNATIVE #2**

Appears to have a lot of “Little” roads and cuts too many parcels. If does use Densmore which is a good usable road surface.

**ALTERNATIVE #3**

Also appears to create a lot of new road surface that could be eliminated or redrawn and still achieve the same outcome of directing traffic to Marysville densely populated neighborhoods. This also has a straight through road from 92 leading to a non-collector arterial which would be mean a dead stop for cars coming into Marysville.

**ALTERNATIVE #4**

Winding road, cutting through existing homes that are less than 10 years old. Cuts through parcels and makes small unusable parcels. The same effect could be achieved by using Densmore, then cutting straight west along property lines to new road 40<sup>th</sup>. This would not divide parcels or displace current residence. Currently on 87<sup>th</sup> Alternative #4 plan would virtually displace at least 6 homeowners. I feel my property value will plummet with this plan..

**ALTERNATIVE #5**

This plan is acceptable except for the road going straight to 83<sup>rd</sup>. it would create too much flow of traffic to a non-collector arterial.

**ALTERNATIVE #6**

This plan need to utilize more of Densmore and connect 44<sup>th</sup> through to Densmore. Eliminate the straight road to 83<sup>rd</sup> ave. Utilizes property lines and does not cut parcels in half or make small pieces.

**IN SUMMARY**

Alternative #4 is the most damaging to the existing area. This plan cuts through the most property and existing houses. This would create the most cup-up parcels and displace the most existing property owners. Most options show a road going straight to a non-collector arterial which will create the most traffic going to nowhere or directly into a small housing development. I propose elimination of the straight road to 83<sup>rd</sup> or make 83<sup>rd</sup> the collector arterial.

I think the planning commission should physically investigate the neighborhood as is right now and identify the exact pieces to be effected. I would hope the commission has done their due diligence and identified the parcels to be effected.. Why not use vacant land for the alternatives.

**I am in agreement with Alternative #3** However I do not support any of the recommended choices. #3 would have the least negative impact on the neighborhood and still provide collector arterials to major housing and commercial areas of Marysville. It would not cut-up properties and would use existing Densmore rd. and displace the least number of existing homeowners.

City Of Marysville  
Gloria J Hirashima  
Community Development Director

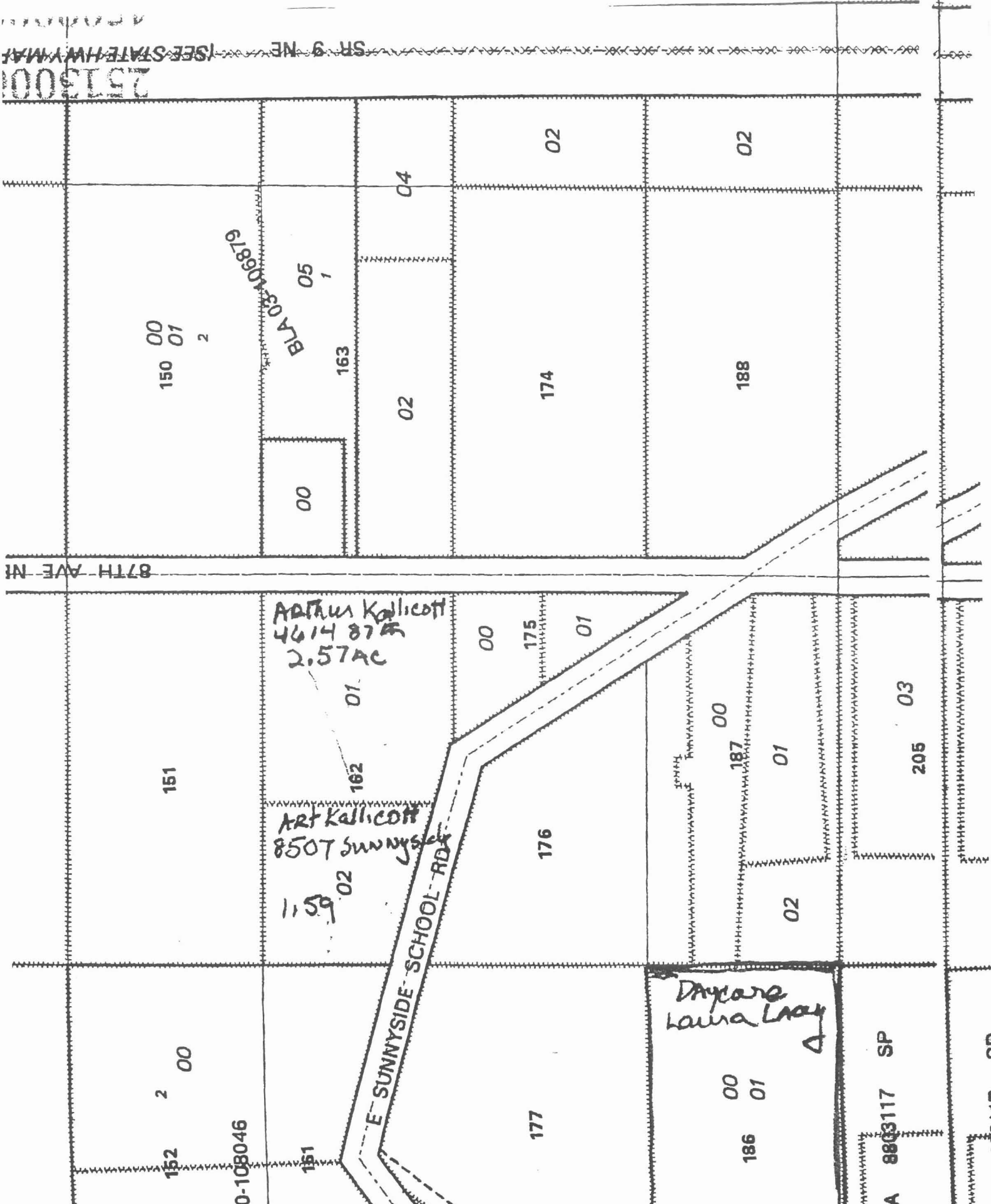
Dear Gloria,

I am requesting that my property at 8909 E Sunnyside School Rd, Everett, WA 98205 be zoned for commercial use.

- Commercial

The Whiskey Ridge area is an entrance to Marysville from the West. There is a unique availability of undeveloped land with three accesses to Hwy 9. Two accesses already exist at Soper Hill Road and E Sunnyside Road. The third will be the extension of Hwy 92. This provides an opportunity for easy traffic flow and could possibly attract something like the Gateway project at 116<sup>th</sup> providing a variety of commercial, retail and housing. This would keep the residence retail purchasing dollars in the community where they live in and increase the tax dollars.

*Sophie Medina 6/22/06*



2573001  
 SR 9 NE  
 (SEE STATEWAY MAP)

150 00 01 2

BLA 03-10879

00

163

02

04

174

02

188

02

87TH AVE NE

Arthur Kallicott  
 4614 87th  
 2.57AC

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175

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151

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162

Art Kallicott  
 8507 Sunnyside

1.59

02

176

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187

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03

205

02

2 00

152

100-108046

151

E SUNNYSIDE SCHOOL RD

177

Daycare  
 Laura Lay

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186

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SP

8803117

CD

0000117



July 6, 2006

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

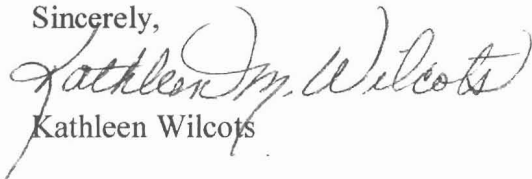
Gloria Hirashima  
Community Development Director

Dear Gloria,

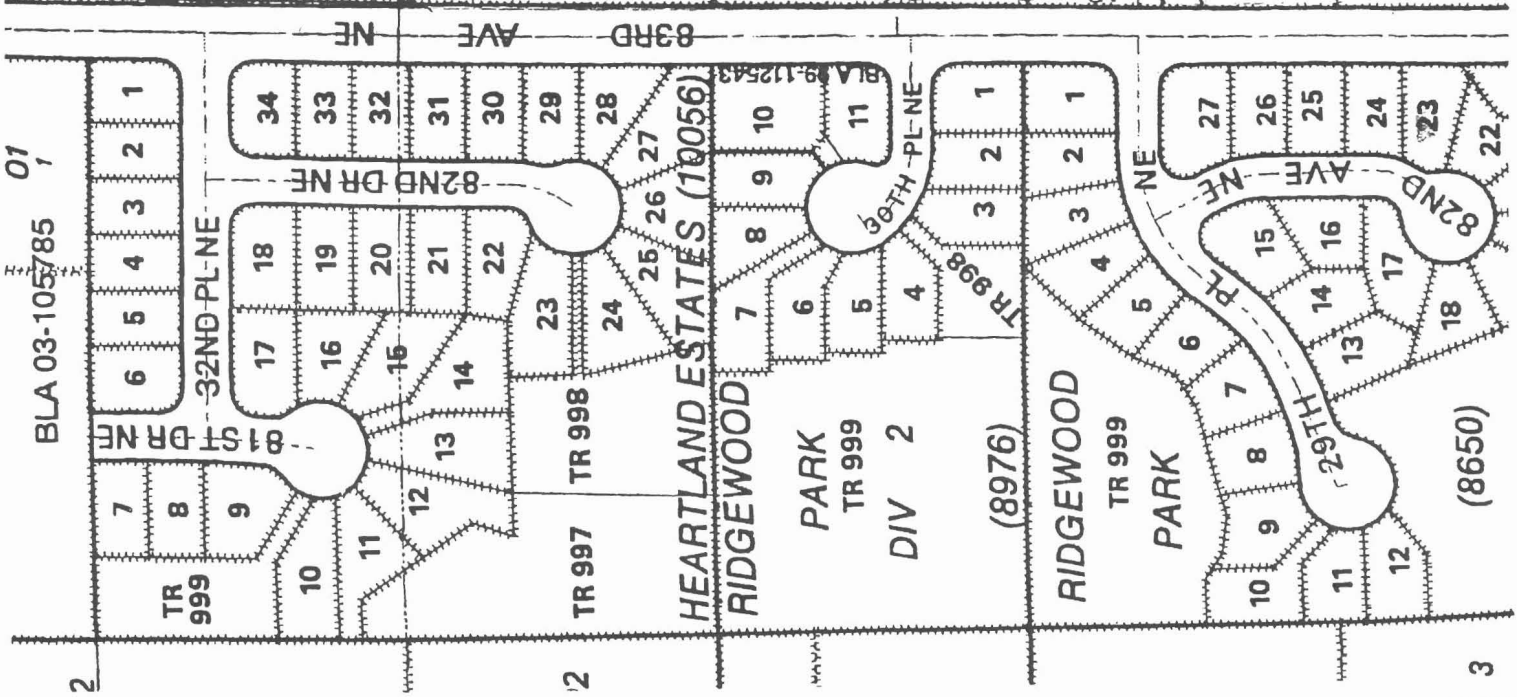
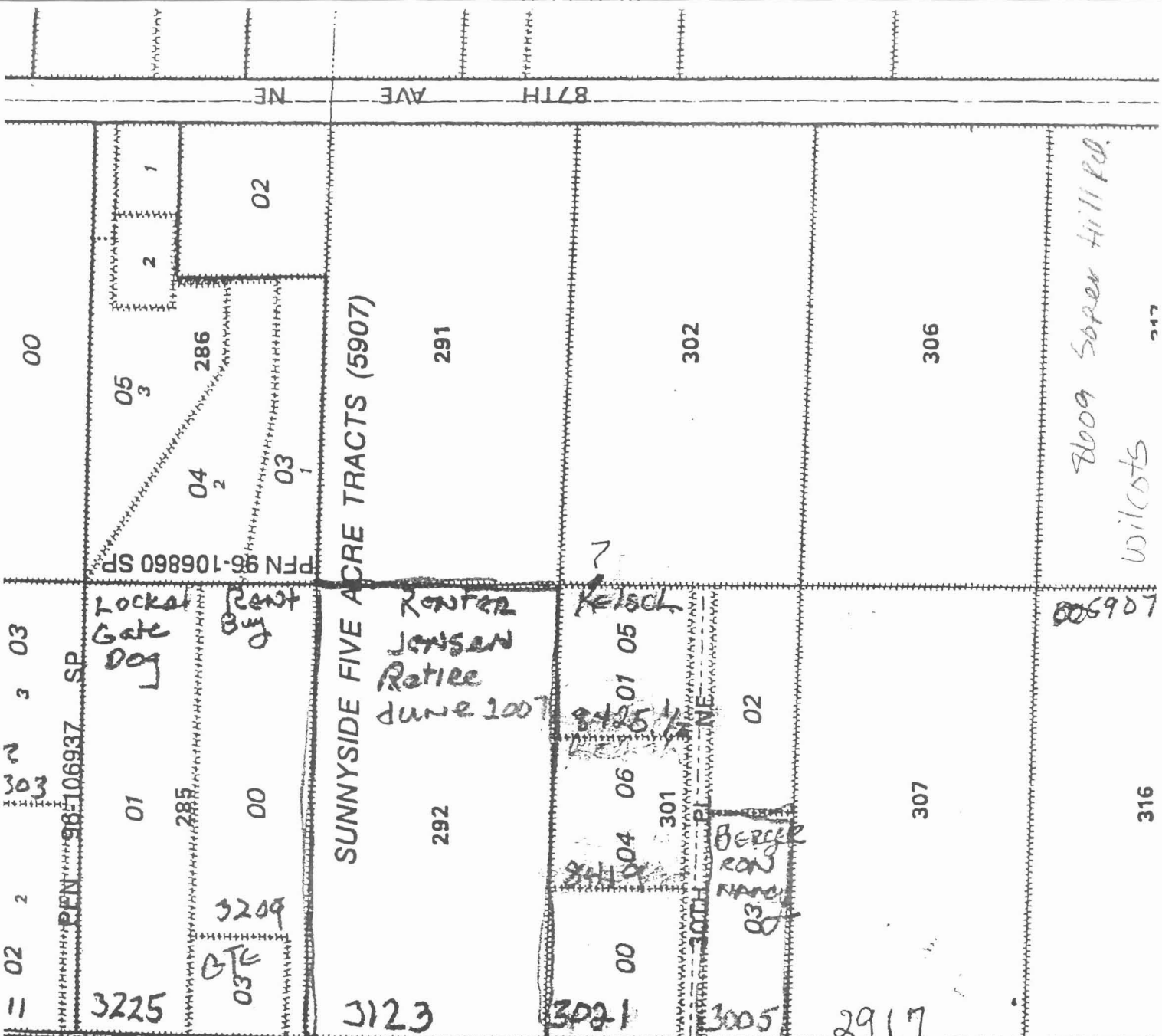
I am requesting that my property at 8609 Soper Hill Rd, be zoned Multifamily High Density. I believe this will be a benefit to the community by using the land to its highest and best use. This zoning allows an assisted living facility with a conditional use permit and certain types of medical professional offices. A large segment of the population is over fifty five years old and getting older. Currently there is high demand for this type of facility and the need will increase. I will have my real estate agent market the property for this type of buyer. The connection of Soper Hill Road to Sunnyside Boulevard and Highway 9 allow for easy access to the area. I am a third generation resident of this land and I think it would be a fitting legacy for my family.

Thank you, for considering my request.

Sincerely,



Kathleen Wilcots



June 30, 2006

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

Gloria Hirashima  
Community Development Director

Dear Gloria,

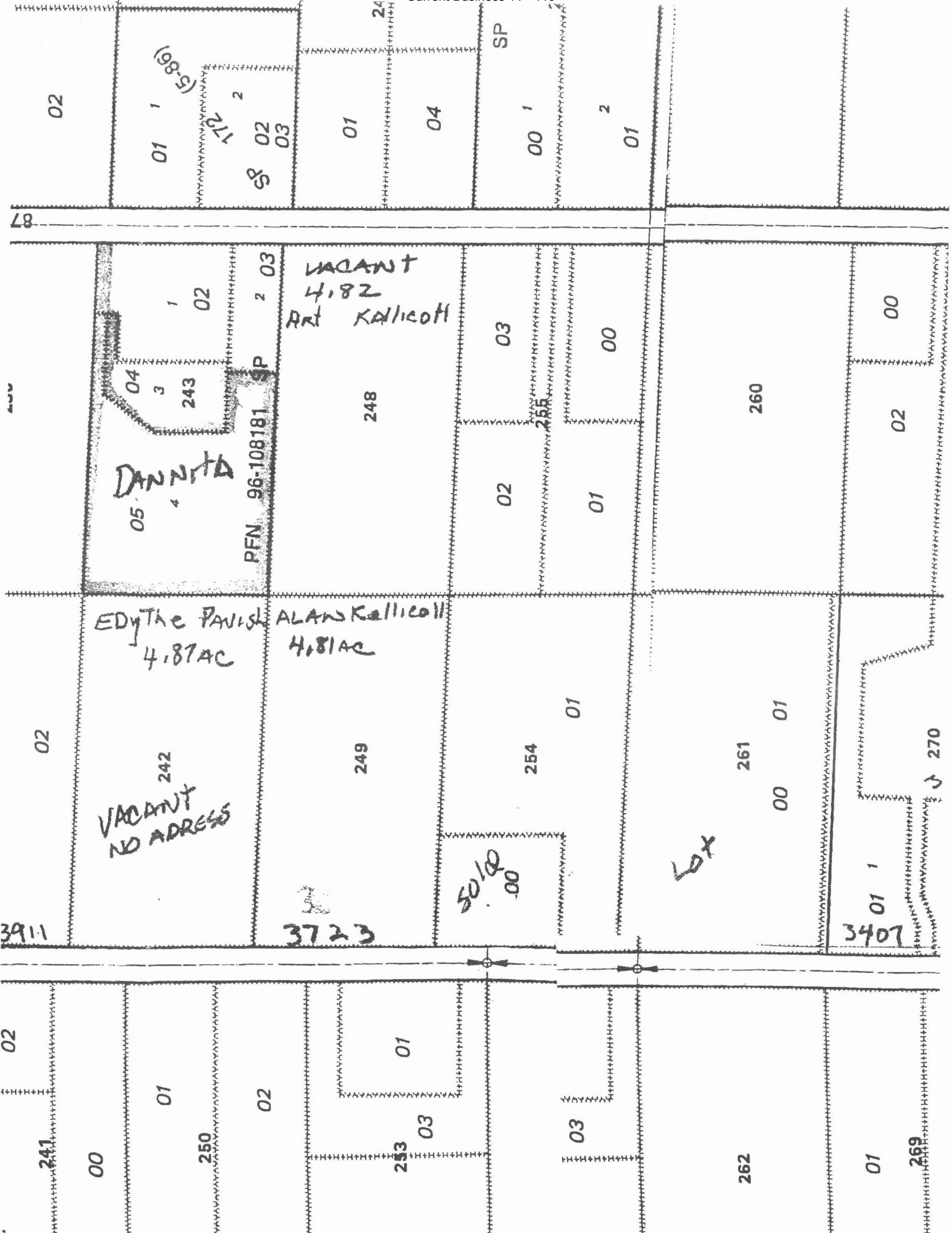
I am requesting that my property at 3723 83<sup>rd</sup> Ave NE, Everett WA 98205, be zoned R12. I believe this will be a benefit to the community by using the land to its highest and best use. This zoning allows for single family affordable housing. The city's study on Cottage Housing shows that this density provides maximum use of the land while still allowing for a sense of community.

Thank you, for considering my request.

Sincerely,



Alan G. Kallicott



July 6, 2006

City of Marysville  
Community Development Department  
80 Columbia Avenue  
Marysville, WA 98270

Gloria Hirashima  
Community Development Director

Dear Gloria,

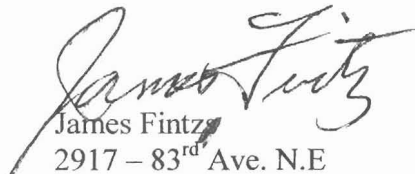
I am requesting that my properties with tax numbers 00590700030200, 00590700030600, 00590700030700, 00590700031600 be zoned Multifamily High Density. This zoning allows for an assisted living facility with a conditional use permit. Certain types of medical professional offices can also be permitted. My family has lived in the Whiskey Ridge area for generations and I would like to continue living in my current home. I would like to have this type of facility as my neighbor.

A large segment of the population is over fifty five years old and getting older. Currently there is high demand for this type of facility and the need will increase. The connection of Soper Hill Road to Sunnyside Boulevard and Highway 9 allow for easy access to the area.

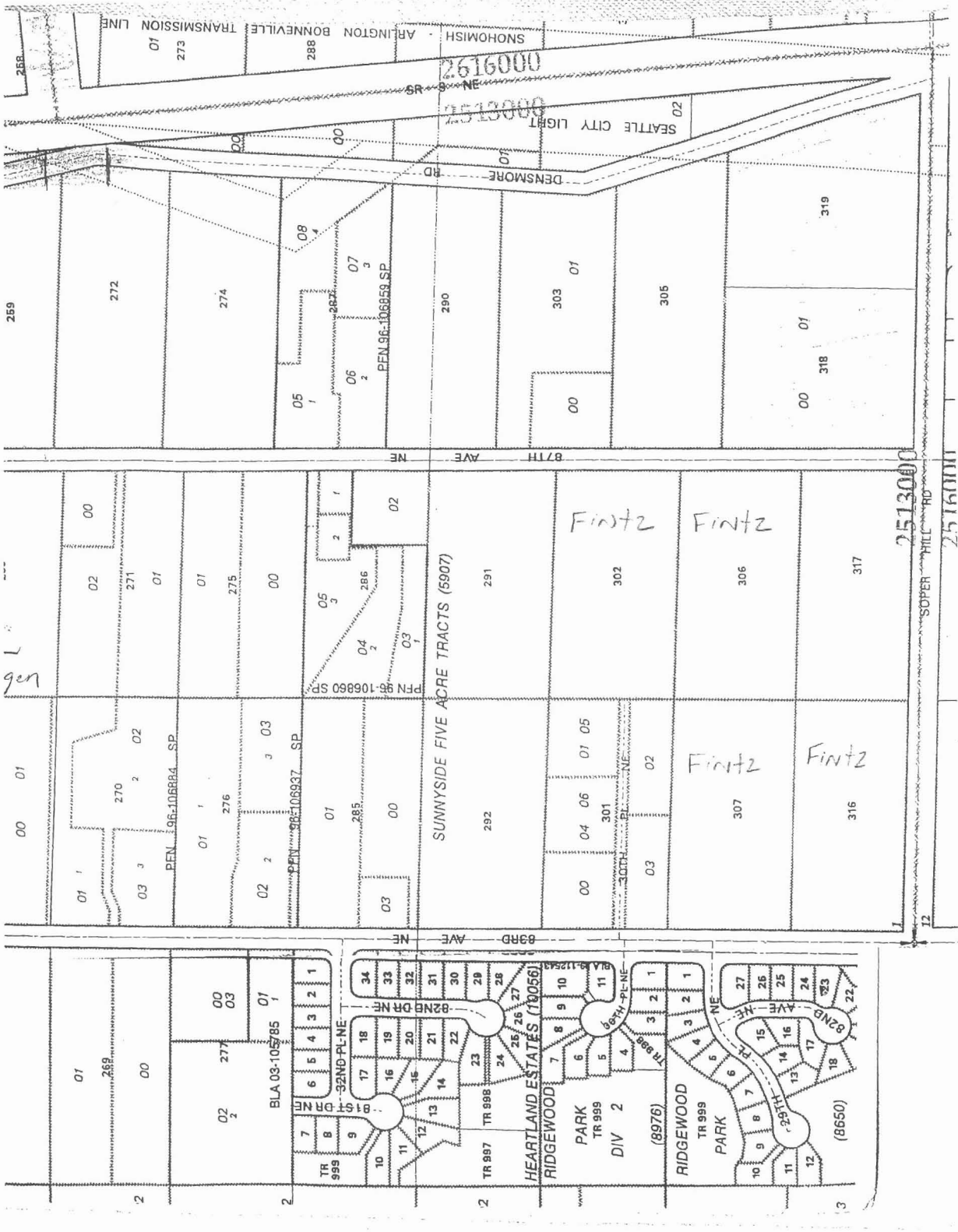
Please see attached map.

Thank you, for considering my request.

Sincerely,



James Fintz  
2917 - 83<sup>rd</sup> Ave. N.E  
Everett, WA. 98205



## XIII. GLOSSARY

### **Accessory dwelling unit:**

An additional living unit, including separate kitchen, sleeping and bathroom facilities, attached or detached from the primary residential unit, on a single-family lot.

### **Active recreational uses:**

Leisure time activities, usually of a more formal nature and performed with others, often requiring equipment and taking place at prescribed places, sites or fields.

### **Adequate public facilities:**

Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums. (WAC 365-195-210)

### **Affordable housing:**

Residential housing that is rented or owned by a person or household whose monthly gross housing costs, including utilities other than telephone, do not exceed thirty (30%) percent of the household's gross monthly income. (WAC 365-195-210)

### **Agricultural Land:**

Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf and seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock, and has long-term commercial significance for agricultural production (RCW 36.70A.030).

### **Annexation:**

The act of incorporating an area into the domain of a city.

### **Arterial roadways:**

A class of roadway serving major movements of traffic not served by freeways. Arterial roadways are functionally classed depending on the degree to which they serve through traffic.

- Principal arterials are primarily for traffic movement and secondarily for access to abutting properties. Intersections are ordinarily at-grade with traffic control and geometric design features that expedite safe through traffic movement. This class of roadway tends to carry heavier traffic loads and therefore has four to seven lanes and extends for long distances.
- Minor arterials offer a balance between through traffic movement and direct access to abutting properties. Intersections are at-grade with traffic control and geometric design features that emphasize movement of traffic over access to land. This class of roadway tends to carry substantial traffic loads on two to five lanes and extends for significant distances.
- Collector arterials serve to collect and distribute traffic from and to neighborhoods and commercial areas and connect it to minor and major arterials. This class of road provides direct access to land and features more driveways and lower speeds. Traffic loads are ordinarily lower than on principal and minor arterials, therefore these roadways tend to have two lanes.

### **Assisted housing:**

Owner-occupied or rental housing which is subject to restrictions on rents or sales prices as a result of one or more project based government subsidies. Assisted housing does not include holders of non-project based Section 8 Certificates.

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**Available public facilities:**

Means that facilities or services that are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation the specified time is six years from the time of development. (WAC 365-195-210)

**Best management practices:**

Physical, structural, or managerial practices which have gained general acceptance for their ability to prevent or reduce environmental impacts.

**B.O.D.**

Biochemical oxygen demand. A term used with regard to wastewater that indicates its strength or degree of pollution..

**Buffer:**

An area contiguous with a critical area that is required for the integrity, maintenance, function, and stability of the critical area.

**Buildout**

The theoretical point at which all available sites have been built on or redeveloped to the full extent possible under this Comprehensive Plan.

**Candidate species:**

See Species classification.

**Capital facilities:**

Public structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services.

**Capital improvement:**

Land, improvements to land, structures (including design, permitting and construction), initial furnishings and selected equipment.

**Capital Facilities Program (CFP):**

A plan which matches the costs of capital improvements to anticipated revenues and a timeline. CFPs are usually prepared for six or more years, updated annually and coordinated with the comprehensive planning process. Also sometimes referred to as a Capital Improvement Program or Plan, CIP.

**Cluster development:**

A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, individual or jointly owned open space, and preservation of environmentally sensitive areas.

**Complete Mix (Aerated) Cells:**

Relating to wastewater treatment, the portion of the wastewater lagoons that contain numerous mechanical mixers and aerators that serve to accomplish initial treatment of the wastewater flow.

**Comprehensive plan:**

A generalized coordinated land use policy statement of the governing body of a county or city adopted pursuant to the Growth Management Act (RCW 36.70A.030).

**Concurrency:**

Means that adequate public improvements or strategies are in place at the time of development. For transportation improvements, concurrency means that a financial commitment is in place to complete the improvements or strategies within six years. (WAC 365-195-210)



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**Conditional use:**

A land use permitted by the city zoning code in a particular zone after review by the city hearing examiner and the granting of a conditional use permit which imposes specific performance standards needed to ensure that the use will be compatible with other permitted uses in the vicinity.

**Conservation:**

The planned management of natural resources.

**Consistency:**

Means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. (WAC 365-195-210)

**Cohousing:**

Developments in which households live in separate homes, but share such things as cooking and dining facilities, play areas, gardens, and workshops.

**Cottage housing:**

Planned development incorporating common open space and small homes on lots that are usually smaller than the underlying zoning or land use designation would indicate.

**Countywide:**

All of incorporated and unincorporated Snohomish County.

**Countywide planning policies:**

Written policy statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted. (RCW 36.70A.210)

**Cultural resources:**

Includes sites, structures, objects, or remains, which convey historical, architectural or archaeological information of local, state or national significance. On occasion, communities give recognition to respected elders and artists as "cultural resources" for their role in passing on the collective culture of the community.

**Commute Trip Reduction (CTR):**

The use of measures which reduce vehicle miles traveled (VMT) and the proportion of single-occupancy vehicles (SOVs) for commuter travel, while promoting and marketing travel by alternative method. See also Transportation Demand Management (TDM).

**Critical areas:**

See Sensitive Areas.

**CWSP:**

Coordinated Water System Plan. It may replace the RUSA for water. The water service can extend past the Urban Growth Area for health and safety reasons.

**Density:**

The number of families, persons, or housing units per acre or square mile. Gross density uses total land without deductions for roads, sensitive areas, or public uses; that is: Gross Density = (families, persons, or dwelling units) ÷ (acres or square miles). See Net Density and Density Calculations.

**Density Calculations:**

Calculation of density within County projects for the purpose of providing utility connection shall be in accordance with the City's comprehensive plan designations and density definitions.

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**Development regulations:**

Any controls placed on development or land use activities by the city including, but not limited to zoning ordinances, subdivision ordinances, and binding site plan ordinances. (RCW 36.70A.030)

**Downtown portion of planning area 1:**

The downtown portion of Planning Area 1 is bounded by Grove St. on the north, Columbia Ave. on the east, Ebey Slough to the south, and I-5 to the west.

**Dwelling Unit:**

An occupied or vacant house, apartment, condominium, etc... that is intended as separate living quarters. See Household.

**Ecosystem:**

The complex of an ecological community and its environment functioning as a unit in nature.

**Effluent**

Relating to wastewater treatment, the liquid that is discharged after treatment to remove pollutants.

**Endangered species:**

See Species classification.

**Environmental impact statement (EIS):**

A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or programmatic action. The purpose of the EIS document is to provide the government decision makers with information to be considered prior to determining a project's acceptability. (197-11 WAC)

**Erosion:**

The removal and loss of soil by the action of water, ice, or wind.

**Erosion hazard areas:**

Areas containing soils which, according to the US Department of Agriculture Soil Conservation Service's Soil Classification System, may experience severe to very severe erosion. See the Sensitive Areas Ordinance.

**Essential public facilities:**

Facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities and group homes. (RCW 36.70A.200)

**Extremely low-income:**

A household whose income does not exceed thirty percent of the county median income.

**Facilities:**

The physical structure or structures in which a service is provided.

**Factory-Built housing:**

Factory-assembled parts that are transported to and assembled at the building site. The completed structure is not mobile and should not be considered a mobile/manufactured home.

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**Fair housing:**

Access to housing unhindered by discrimination based on race or color, national origin, religion, sex, familial status, sexual orientation or handicap.

**Fair share housing:**

The concept that affordable and special needs housing should be proportionately distributed within the county, rather than concentrated in a few locations. An allocation methodology and guidelines were accepted by Snohomish County Tomorrow in January, 1994.

**Family:**

Householder and one or more other persons living in the same household who are related by birth, marriage, or adoption. See Household.

**FAZ:**

Forecast Analysis Zone. Terminology used by the Puget Sound Regional Council.

**Fire flow:**

The amount of water volume delivery rate, and delivery duration needed to provide fire suppression. Adequate fire flows are based on industry and insurance standards.

**Fiscal impact:**

The fiscal costs and constraints of implementing policies or regulations.

**Fish and wildlife habitat conservation areas:**

Areas identified as being of critical importance to the maintenance of fish, wildlife, and plant species, including: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; commercial and recreational shellfish area; kelp and eelgrass beds, herring and smelt spawning areas; naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity, or private organization; state natural area preserves and natural resource conservation areas. (WAC 365-190-080) See the Sensitive Areas Ordinance.

**Floodplain:**

Land adjoining a river, stream, water course, ocean, bay or lake having a one percent chance of being inundated in any given year with flood waters resulting from the overflow of inland or tidal waters and/or the unusual and rapid accumulation of surface runoff from any source.

**Forest Land:**

Land primarily devoted to growing trees for long term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees, subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, and that has long term commercial significance for growing trees commercially. (RCW 36.70A.030)

**Frequently flooded areas:**

See Floodplain.

**Frontage improvements:**

Refer to the construction, reconstruction or repair of the following facilities along the full abutting public street frontage of property being developed: (a) curbs, gutters and sidewalks; (b) underground storm drainage facilities; (c) patching the street from its preexisting edge to the new curb line; (d) overlayment of the existing public street to its centerline.

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**Geologically hazardous areas:**

Areas that because of their susceptibility to erosion, sliding, earth quake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health and safety concerns. (RCW 36.70A.030) See the Sensitive Areas Ordinance.

**Goal:**

A general condition, ideal situation or achievement that reflects societal values or broad public purposes.

**Greenbelt:**

A predominantly open area that may be cultivated or maintained in a natural state surrounding development or used to separate land uses.

**Gross housing costs:**

Rent and utility costs for renters and principal, interest, taxes, insurance, and homeowner's association fees (if applicable) for homeowners.

**Groundwater:**

All water that is located below the surface of the land, including aquifer and permeable strata influenced by surface water or storm water.

**Groundwater recharge:**

The process of natural or man-made addition of water to an aquifer or permeable soil strata.

**Group housing:**

Group living arrangements for people with special needs such as developmental disabilities or mental illness.

**Growth Management Act (gma):**

Legislation passed in 1990, requiring all cities and counties in the state to plan; it calls for the fastest growing counties, and the cities within them, to plan extensively. See Chapter I: Introduction for more information.

**Hazardous waste:**

All dangerous and extremely hazardous waste, including substances composed of both radioactive and hazardous components.

**High capacity transit:**

Any transit technology that operates on separate right-of-way and functions to move large numbers of passengers at high speeds, such as busways, light rail, and commuter rail.

**High occupancy vehicle (HOV):**

A vehicle containing more than a single occupant such as an automobile with several passengers (carpool), a bus, vanpool, or a train. An HOV lane is a road lane dedicated for use of HOVs and transit vehicles only.

**Home occupation:**

Any activity carried out for gain by a resident, conducted as an accessory use in the resident's dwelling unit.

**Household:**

A household is a dwelling unit occupied by one or more persons. The occupants may be an individual, a family, or any group of related or unrelated persons who share living arrangements. See Dwelling Unit and Family.

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**Housing need:**

Exists when a household whose income is less than 95 percent of county median household income and pays more than 30 percent of its gross income for gross housing costs.

**Housing Stock:**

A phrase referring to the supply of all types of housing in an area.

**HOV:**

High Occupancy Vehicle, such as bus, train, light rail, vans, and carpools.

**Hydroponic farming:**

Growing plants in nutrient solutions.

**Impact Fee:**

Charges levied by the city against new developments for a pro-rata share of the capital costs of facilities necessitated by the development. The Growth Management Act authorizes imposition of impact fees on new development and sets the conditions under which they may be imposed. They may only be applied to public streets and roads; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities in jurisdictions that are not part of a fire district.

**Implementation measure:**

Regulatory and non regulatory measures used to carry out the plan.

**Infill:**

Development of housing or other buildings on vacant sites in otherwise developed areas.

**Infrastructure:**

Facilities and services needed to sustain the functioning of an urban area, such as streets, transportation improvements, water, sewer, parks, schools, emergency services, and government.

**Joint use:**

Two or more parcels/developments share entrances from the street as well as parking areas. Entrances and parking areas are coordinated and combined, so that every parcel or business does not have a separate entrance or parking lot. This reduces the number of curb cuts, eases traffic flow along busy streets, and may reduce the area needed for parking.

**Land assembly:**

The combining of two or more adjoining lots into one large tract, usually done to allow construction of larger buildings than could otherwise have been built on the individual smaller lots.

**Land Capacity Analysis:**

A study of how land is currently being used within the community, and the capacity for accommodating future uses. The analysis determines how much vacant land, underutilized land, and sensitive areas there are as well as cataloging the types, extent, distribution, and intensity of the uses or activities found on parcels of land or in spaces within a building.

**Landslide hazard areas:**

Areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. See the Sensitive Areas Ordinance.

**Leap frog development:**

New urban development sited away from the existing urban area, bypassing vacant parcels that are suitable for development, and that are located in or closer to the urban area.

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**Level of service (LOS):**

A measure of public service or capital facility supply that frequently relates to a unit of public demand and is used to establish needs or targets for facility planning purposes (example: 1 courtroom per 25,000 population). Level of Service can vary between urban and rural areas

**Liquefaction:**

The act or process of liquefying, particularly soils taking on the characteristics of liquids due to seismic shaking.

**Local improvement district:**

A quasi-governmental organization formed by landowners to finance and construct a variety of physical infrastructure improvements beneficial to the landowners.

**Local road:**

A class of roadway with the primary function of providing access to abutting properties. Traffic control is usually limited with slow speeds and numerous driveways. This roadway class typically carries low traffic loads and usually has one or two paved or gravel lanes.

**Long-term commercial significance:**

Includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land. (RCW 36.70A.030)

**Lot size averaging:**

A design technique which allows one or more lots in a residential subdivision to be undersized by a specified percentage or to a minimum lot size, provided that the overall density permitted by the minimum zoning is not exceeded.

**Low-income:**

A household whose income is between 50 percent and 80 percent of the county median income.

**Median income:**

The income level that divides the income distribution into two equal parts, one having incomes above the median and the other having incomes below the median. For households and families, the median income is based on the distribution of the total number of units including those with no income.

**Middle income:**

A household whose income is between 96% and 120% of the county median income.

**Mobile/Manufactured Home:**

A residential unit on one or more chassis for towing to the point of use and designed to be used with a permanent foundation as a dwelling unit on a year round basis. A recreational vehicle or motor home is not a mobile manufactured home.

**Moderate income:**

A household whose income is between 81 percent and 95 percent of the county median income.

**Multi-modal:**

Two or more modes or methods of transportation. Examples of transportation modes include bicycling, driving an automobile, walking, bus transit or rail.

**Native growth protection areas:**

Areas to be left in a substantially natural state, where clearing, grading, filling, building construction or placement, or road construction may not occur. Some fencing, construction and vegetation removal may be permitted.

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**Natural resource:**

Naturally occurring components of the earth's surface, such as timber, soils, water, or a mineral deposit, which have potential for human use and enjoyment.

**Natural Resource Lands:**

Lands useful for agriculture, forestry, or mineral extraction or lands which have long-term commercial significance for these land uses.

**Net density:**

The net project area divided by the number of dwelling units.

**Net Project Area:**

Refers to the gross project area minus floodplains, utility easements cumulatively 30 feet wide or greater, publicly owned community facility land and right-of-way, stormwater detention facility tracts or easements, private roads or access easements, panhandles, and critical areas and buffers that are not eligible for density transfer in accordance with the Marysville Municipal Code.

**No Burn Zone:**

Areas officially designated by the Puget Sound Air Pollution Control Agency where outdoor burning is prohibited.

**Non-point source pollution:**

Pollution that cannot be traced to specific discharge points, including road runoff, agricultural runoff and disposal of household chemicals.

**Objective:**

A desired result of public action that is specific, measurable, and leads to the achievement of a goal.

**OFM:**

Office of Financial Management. Responsible for population projections.

**Open space corridor:**

A linear land use plan overlay or that may contain various types of uses that are characterized in the aggregate by the pre-eminence of natural or man-altered landscape features and a minimal amount of man-made building and other above-grade structures.

**Overlay:**

There are three types of overlay in the City of Marysville: Small Farms, Waterfront, and Mixed Use over General Commercial.

- *Small Farms*

This overlay is for existing small farm lands. Because it is an existing use, it is applied through an administrative review process with public notification, and is applied for by the property owner. Its purpose is to provide official recognition of the agricultural use and to require additional setbacks in adjacent development. It is available to any property that is undeveloped, except for a single family home and supporting accessory structures, in a residential zone. At the time that the Small Farm use is no longer desired and the property developed, the overlay shall be removed through notification of the City, and the property will revert to the underlying zoning. (See Small Farm, under Residential Land Uses, Chapter V.)

- *Waterfront*

This overlay district is located along Ebey Slough adjacent to downtown, in Planning Area 1. It is identified on the land use maps by a dashed line. The waterfront overlay permits a wider range of uses than is currently permitted in that area. It is applied for by the property owner; it is reviewed through the hearing examiner process, based on criteria established in the zoning code.

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- *Mixed Use over General Commercial*

The mixed use overlay district is located in Planning Area 1, along Interstate 5 between 5th and 72nd Streets, Ash and Beach Avenues. It is identified on the land use maps by a dashed line. The mixed use overlay permits a wider range of uses than is currently permitted in that area. It is applied for by the property owner; it is reviewed through the hearing examiner process, based on criteria established in the zoning code.

**Parcel:**

A continuous quantity of land, in single ownership or under single control, and usually considered a unit for the purposes of development.

**Park-and-ride:**

A system in which commuters individually drive to a common location, park their vehicles, and continue travel to their final destination via public transit or carpool.

**Peak period traffic:**

The higher than average portion of daily vehicular traffic that occurs during distinct times of day. Peaks in daily traffic volumes usually occur during the morning (6:30-9:30 a.m.) and evening (3:30-6:30 p.m.) commuter periods. The one hour peaks during these three hour periods are referred to as a.m. or p.m. peak hour traffic.

**Pedestrian friendly development:**

Development designs that encourage walking by providing site amenities for pedestrians. Pedestrian friendly environments reduce auto dependence and may encourage the use of public transportation.

**Pensione:**

A small European style hotel that usually offers breakfast as part of the room cost.

**Planned residential development (PRD):**

A design technique which allows a land area to be planned and developed as a single entity containing one or more residential clusters or complexes which can include a wide range of compatible housing types. Appropriate small scale commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development and the surrounding community. A residential density bonus is allowed in exchange for dedication of a minimum amount of passive and active open space for the use and enjoyment of the development's residents.

**Policy:**

Action-oriented procedure, activity or decision-making that defines the process by which an objective is achieved.

**Point source pollution:**

Pollution that can be traced to a specific discharge source.

**Portable Classrooms:**

Manufactured modular structures that are self-contained (though without rest rooms) and relocatable. They are used within a school site as interim classrooms to house students until funding can be secured to construct permanent classroom facilities or to accommodate fluctuations in the student population.

**Potable water:**

Water suitable for drinking.

**Primary corridor:**

Principal arterial roadways that serve designated centers and have design features to accommodate several modes of travel (i.e., transit, auto, bicycle and pedestrian). These



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design features may include high-occupancy vehicle (HOV) lanes, bus pullouts, walkways, bikeways, and signal priority for HOVs, carpools, vanpools and buses.

**Priority species:**

Wildlife species of concern to the state Department of Wildlife due to their population status and their sensitivity to habitat alteration. Priority species include those which are listed, or are candidates for listing, by the state as endangered, threatened or sensitive. Uncommon species, including monitored species and some game and non game species, that are considered to be vulnerable to habitat loss or change or to urbanizing influences are also identified as priority. Priority species lists and maps are maintained by the state Department of Wildlife. See the Sensitive Areas Ordinance.

**PSRC:**

Puget Sound Regional Council, formerly the Puget Sound Council of Governments.

**Public facilities:**

Includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (RCW 36.70A.030) See Utilities.

**Public services:**

Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services. (RCW 36.70A.030)

**Public water system:**

Any system of water supply intended or used for human consumption or other domestic uses, including source, treatment, storage, transmission, and distribution facilities where water is being furnished to any community, collection, or number of individuals, but excluding a water system serving one single family residence.

**Purchase of development rights (PDR):**

The one time purchase of the right to develop resource lands for non-resource purposes. PDR is implemented through a deed restriction.

**Ranney collection well:**

A groundwater collection structure that consists of a series of horizontal perforated pipes extending radially from a central pumping structure.

**Regional service:**

A governmental service established by agreement among local governments that delineates the government entity or entities responsible for the service provision and allows for that delivery to extend over jurisdictional boundaries.

**Residential Density Incentives (RDI):**

A zoning tool to provide density incentives to developers of residential lands in exchange for public benefits to help achieve comprehensive plan goals of creation of quality places and livable neighborhoods, affordable housing, open space protection, historic preservation, energy conservation, and environmentally responsible design.

**Regional significance:**

This term describes growth planning issues and impacts which extend beyond the boundaries of an individual municipal government and require coordinated multi-jurisdictional supported planning solutions

**Resource lands:**

Forest, agricultural, or mineral lands that have long-term commercial significance.

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**Ridesharing:**

Any type of travel where more than one rider occupies or “shares” the same vehicle, such as a carpool, vanpool, or transit vehicle.

**Right-of-way:**

Land owned by a government or an easement over the land of another, used for roads, ditches, electrical transmission lines, pipelines, or public facilities.

**Riparian:**

Means of, or pertaining to, the banks of rivers, streams, or lakes.

**Rural cluster subdivision:**

A form of development for single-family residential subdivisions in the rural portions of the county that permits a substantial reduction in lot area and bulk requirements, provided that the remaining undeveloped areas are devoted to open space for the purpose of preserving resource lands and environmentally sensitive features. A residential density bonus is allowed in exchange for dedication of additional open space area.

**Rural infrastructure:**

Facilities and services needed to sustain permanent settlement of rural land

**Rural land:**

All land located outside of UGAs and not designated as agricultural or forest lands of long-term commercial significance with existing or planned rural services and facilities such as domestic water systems (generally systems without fire flow), rural fire and police protection services and transit services along major arterial routes. New rural residential developments have a maximum net density of 1 dwelling unit per 2.3 acres. Maximum densities are lower in specific plan designations.

**RUSA:**

Rural Utility Service Area. Established in 1982, it is the boundary within which the City would provide water and sewer services. It may, for water, be replaced by the CWSP, Coordinated Water System Plan. See CWSP. Sewer service will be provided within the City of Marysville's Urban Growth Area.

**Sanitary sewer:**

Those sewers which carry water-borne wastes from household, industrial and commercial users from the point of origin to the treatment plants for treatment and disposal.

**Scenic resources:**

Features of the natural and man-made environment, and their associated viewpoints and sightlines that are or could be especially prominent and visually accessible to the general public. Such features may include selected forested areas, water bodies and shorelines, mountains and hill-side, wetlands or other wildlife habitat areas, pastoral settings, man-made structures, geological features, or other elements of the visual environment that enjoy prominence by virtue of special characteristics and/or location.

**Seismic hazard areas:**

Areas subject to severe risk of damage as a result of earthquake failure, settlement, or soil liquefaction. See the Sensitive Areas Ordinance.

**Sensitive areas:**

Includes the following areas and ecosystems: wetlands; areas with critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas. Also known as critical areas. (RCW 36.70A.030) See Sensitive Areas Ordinance.

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**Sensitive Areas Ordinance:**

A separate ordinance governing the uses and protection of sensitive areas.

**Sensitive species:**

See Species classification.

**Shadow Platting:**

In Snohomish County when lands outside of, but adjacent or close to, the Urban Growth Area are developed as rural land, a shadow plat is required. The shadow plat shows how its proposed development will permit urban density redevelopment, when and if the property is brought inside the Urban Growth Area in the future.

**Shoreline management master program:**

A comprehensive management program prepared by the county consisting, of goals, policies and regulations and used for review of permit applications for development along shorelines.

**Significant Vegetation:**

Significant vegetation occurs in three types of situations:

- Near or within environmentally sensitive areas where the vegetation is necessary to protect the sensitive area. For example, at the top or along the slope of a steep hill, or in a wetland.
- Vegetation containing significant plants, usually trees, based on size, species, etc.... A significant tree means any evergreen tree of eight inches in diameter or greater and any deciduous tree, other than red alder, willow, poplar, and cottonwood trees, ten inches in diameter or greater, measured one foot above the root crown.
- A significant cluster of plants (trees or shrubs) important to the visual character of an area. These might be at the top of a ridge or hill, along a roadway, along a creek, in a valley viewed from above, ....

**slope**

The angle of a hillside. It is measured by percentage with a 100% slope representing a 45° angle (rise equals run) and 0% equals flat land.

**Small Farms:**

An overlay for small farm lands within the Urban Growth Area. See Overlay; see Chapter V, Residential.

**Snohomish County Tomorrow (sct):**

A joint planning process of the county, its cities and towns, and the Tulalip Tribes to guide effective growth management and to meet the requirements of the GMA for coordination and consistency among local comprehensive plans.

**Solid waste:**

A general term for discarded materials destined for disposal, but not discharged to a sewer or to the atmosphere.

**SOV:**

Single Occupancy Vehicle. A passenger car with only one occupant.

**Special needs housing:**

Affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating in substance abuse programs, persons with AIDS, and youth at risk.

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**Specialty agriculture:**

Include uses such as specialty animal, vegetable and fruit farms, nursery and turf operations, greenhouse and hydroponic farming and related farm product processing, retail, and equipment repair in Upland Commercial Farmlands.

**Species classification:**

State listed species defined below are all native to the state of Washington. See the Sensitive Areas Ordinance.

- *Endangered*: A species that is seriously threatened with extermination throughout all or a significant portion of its range within the state. Legally designated in WAC 232-12-014.
- *Threatened*: A species that is likely to become endangered in the foreseeable future throughout a significant portion of its range within the state without cooperative management or the removal of threats. Legally designated in WAC 232-12-001.
- *Sensitive*: A species that is vulnerable or declining and is likely to become endangered or threatened in a significant portion of its range within the state without cooperative management or the removal of threats. Legally designated in WAC 232-14-011.
- *Candidate*: These species are under review by the state department of wildlife for possible listing as endangered, threatened or sensitive. A species will be considered for state candidate designation if sufficient scientific evidence suggests that its status may meet the criteria for endangered, threatened or sensitive in WAC 232-12-297. They are listed in WDW Policy 4802.
- *Monitor*: State monitor species will be managed by the department of wildlife, as needed to prevent them from becoming endangered, threatened or sensitive.

**sprawl**

Scattered, poorly planned development that occurs particularly in urban fringe and rural areas. Urban sprawl typically manifests itself in one or more of the following patterns: leap frog development, strip development, and large expanses of low-density, single-family dwelling development. Low density development is defined as two units per acre to one unit per ten acres. (See Leap frog development, Strip development.)

**Sq. Ft.:**

Square Feet. It is a measurement of area. An acre contains 43,560 square feet.

**Stormwater:**

Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.

**Strip commercial:**

An automobile oriented linear commercial development pattern on a major arterial with high volume traffic generating uses, vehicular entrances for each use, a visually cluttered appearance, and no internal pedestrian circulation system

**Study area:**

It is the area that was analyzed for this Comprehensive Plan. It is larger than the Urban Growth Area, and so encompasses rural and resource lands. Studying a larger area is necessary to appropriately determine the Urban Growth Area (UGA), include the City's sphere of influence and RUSA, and consider uses for lands that are outside the UGA. Studying lands outside the UGA provides the basis for interlocal agreements with the County and for preserving lands for future inclusion in the UGA.

**Surface waters:**

Streams, rivers, ponds, lakes or other waters designated as "waters of the state" by the Washington Department of Natural Resources in WAC 222-16-030.

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**Sweat Equity Housing:**

A future owner's labor on improvements that increase the value of his future property. This is in lieu of a down payment or other financial commitment as determined by the sponsoring organization.

**Taking:**

The appropriation by government of private land for which compensation must be paid.

**TAZ:**

Transportation Analysis Zone. Used in the prediction of growth for traffic, as well as possibly dwelling units, population, and jobs.

**Threatened species:**

See Species classification.

**Transfer of development rights (TDR):**

Transfer of the potential right to develop, expressed in dwelling units per acre, from land in resource or environmentally sensitive area designations to land in an urban area where such density or development is permitted.

**Transit centers:**

Focal points for transit services which may allow connections with other routes.

**Transportation centers:**

Facilities providing connections between various modes of travel, particularly transit, serving different origins/destinations or routes. Examples of transportation centers are the current ferry terminals, Everett's proposed down town transit center or high-capacity transit stations along I-5.

**Transportation demand management strategies (TDM):**

Strategies aimed at changing travel behavior rather than expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ridesharing options, parking policies, and telecommuting.

**Upper income:**

A household whose income is greater than 120% of the county median income.

**Urban governmental services:**

Those governmental services historically and typically delivered by cities include the storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

**Urban growth:**

Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth. (RCW 36.70A.030)

**Urban Growth Areas (UGAs):**

Areas designated by the county after consultation with cities, where urban growth will be encouraged and supported by public facilities and services. The urban growth areas include areas and densities sufficient to permit the urban growth that is projected to occur in the county for a 20 year period. Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a

## CITY OF MARYSVILLE • COMPREHENSIVE PLAN

degree as to be incompatible with the primary use of such land for the protection of food, other agricultural products or fiber, or the extraction of mineral resources.

**Urban growth boundaries:**

The boundary or line marking the limit between the UGAs and rural or resource land areas.

**Urban land:**

All land located within UGAs such as residential and employment land; land for public facilities and utilities; and critical areas, open space and greenbelts with existing or planned urban services and facilities such as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, and public transit services.

**Urban reserve area:**

An area outside of and adjacent to an urban growth area that may have potential for future as an urban growth area.

**Utilities:**

Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. The Growth Management Act limits utilities to electricity, gas, telecommunications, and cable TV. See Public Facilities.

**Very low-income:**

A household whose income does not exceed 50% of the county median income.

**Watershed:**

The region drained by or contributing water to a stream, lake or other body of water.

**Wetland:**

Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, bogs, marshes, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wet lands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the city. (WAC 365-195-200) See the Sensitive Areas Ordinance.

**Wildlife habitat:**

Predominantly undisturbed areas of natural vegetation and/or aquatic system used by, and necessary for the survival of wildlife. See the Sensitive Areas Ordinance.

**Zero lot line:**

Subdivision technique that allows for the placement of a structure on the side yard property line.

**Zipper Lot**

In this lotting approach, the rear lot line jogs back and forth to vary the depth of the rear yard and to concentrate usable open space on the side of the lot. The other side of the lot is shallow and is located against the blank wall of an adjacent house.

**Zoning:**

The process by which the city legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction. Zoning is an exercise

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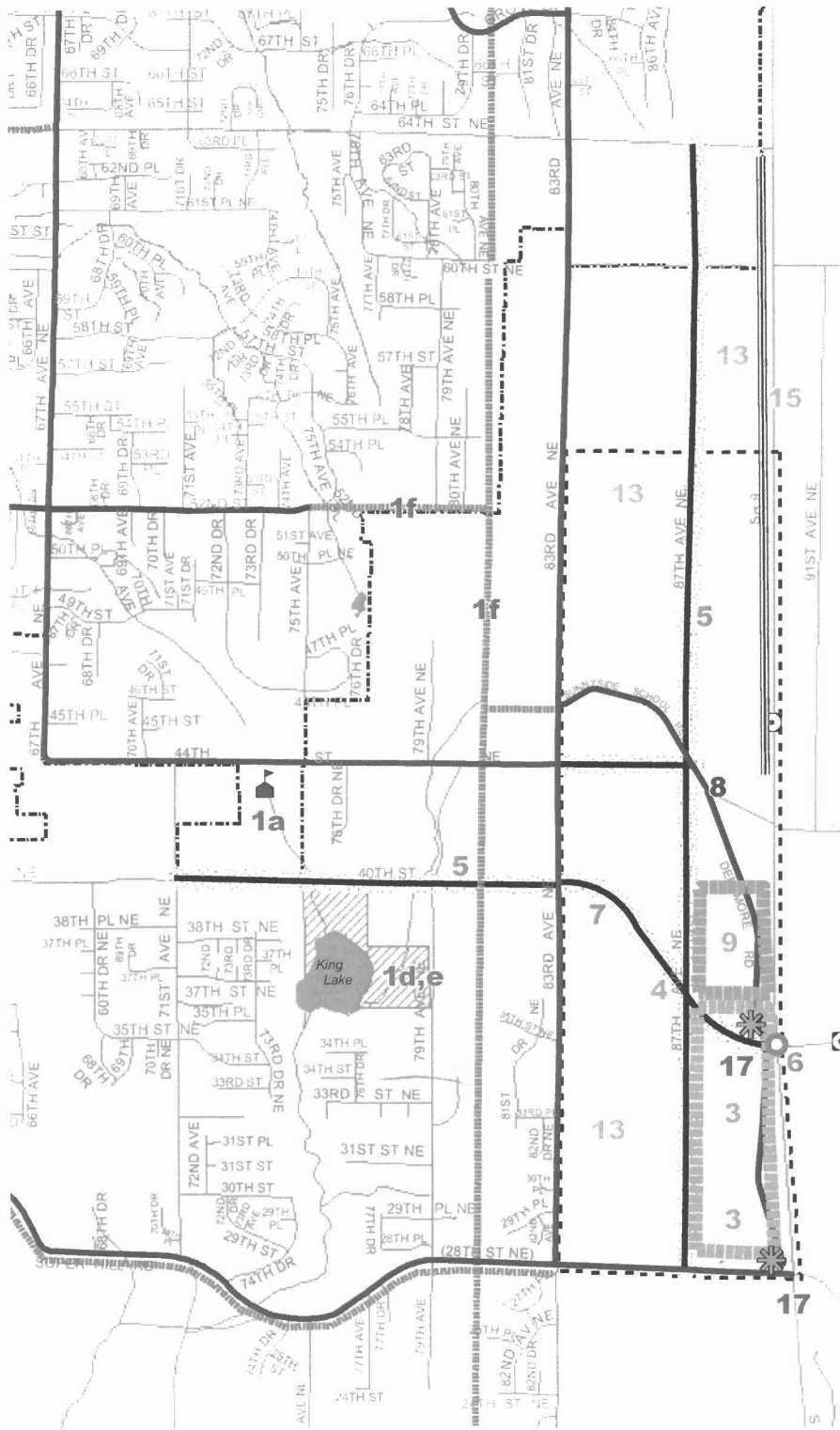
of the police power and must be enacted for the protection of public health, safety, and welfare.

Glossary

13-17

Marysville Integrated Comprehensive Plan, Development Regulations and FEIS

# East Sunnyside/Whiskey Ridge Key Master Plan Concepts



## KEY CONCEPTS

1. Ensure adequate public facilities are planned to serve the area. These facilities include:
  - a. Southeast Marysville Fire Station
  - b. Lake Stevens School District new elementary school
  - c. Neighborhood Parks -1-2 (1.5-5 acres)
  - d. Community Park - 1 (10+ acres)
  - e. Community Open Space - 1 (10+ acres)
  - f. Trails - Whiskey Ridge Trail and extensions through neighborhoods
2. Require that transportation impacts to this area are addressed through impact fees. Establish a secondary impact fee to support unfunded road projects needed for development within the master plan area.
3. Provide for commercial uses along Highway 9. These uses while visible from Highway 9, should provide a community orientation with four-sided architecture. Sites and buildings should be attractive from Highway 9, as well as adjoining public streets such as 87<sup>th</sup> Avenue NE and internal parking access.
4. Commercial uses at Highway 9 should provide for opportunities and building orientation towards surrounding neighborhoods. While visibility from Highway 9 may be important, the primary vehicle access and orientation should be from surrounding neighborhoods.
5. Collector and minor arterials should provide substantial landscaping in keeping with the arterial streetscape plans for each arterial.
6. A connection to Highway 9 at SR 92 should be provided to provide east-west connectivity between Sunnyside Boulevard and Hwy 9.
7. The planned SR92 connection should be constructed as a boulevard, with substantial landscaping and streetscape improvements between SR 9 and 87<sup>th</sup> Avenue NE.
8. Densmore Road should be considered for a modified road standard with wide multi-use trail for connection to the planned Whiskey Ridge trail to provide pedestrian and bicycle connectivity through Marysville, and promote pedestrian activity from the residential neighborhoods to the commercial center.
9. Plan Mixed use areas along Highway 9 adjacent to the commercial center.
10. Develop design standards and guidelines to upgrade the quality of neighborhoods.
11. Promote development of attractive streets by requiring consistent fencing, walls and landscaping along arterial street frontage.
12. Promote development of attractive streets by requiring stormwater systems along arterial streets to be natural pond systems, underground vaults, or set back with additional landscaping to screen visibility from roadways.
13. Provide for flexible zoning that allows for a mix of single family and multi-family uses within residential zones.
14. Use incentive zoning as a tool to encourage higher quality higher density development and physical improvements to the neighborhood.
15. Residential uses along Highway 9 will be protected from impacts of highway noise, visibility and future widening by construction of a decorative concrete wall.
16. Power lines along arterial streetscape streets will be relocated underground to provide a clean visual line along the right of way frontage.
17. Create a gateway at Hwy 92 and SR 9 and at Soper Hill Road and SR9.



# **EAST SUNNYSIDE-WHISKEY RIDGE MASTER PLAN**

**City of Marysville  
Community Development Department  
October 2006**

Draft Date 10/12/06

Page 1 of 25



**COMMUNITY DEVELOPMENT DEPARTMENT**  
80 Columbia Avenue • Marysville, WA 98270  
(360) 363-8211 • (360) 651-5099 FAX

## MEMORANDUM

**DATE:** October 12, 2006  
**TO:** Planning Commission  
**FROM:** Gloria Hirashima, Community Development Director  
**RE:** Whiskey Ridge Master Plan – Preliminary  
Draft document

Attached please find a preliminary draft of the Whiskey Ridge Master Plan. We are currently developing additional charts, graphics and standards for inclusion within the plan. Road and streetscape standards for the arterials will be included for reference within the master plan. We are also calculating traffic fees for the area. I anticipate successive drafts in upcoming weeks – so formatting and numbering of tables & figures will also be corrected. This section is designed to replace the current Planning area 4 section within the Marysville Comprehensive Plan so will need to be renumbered accordingly. Thank you. Call if you have any questions.

## **PLANNING AREA #4: EAST SUNNYSIDE/WHISKEY RIDGE NEIGHBORHOOD**

This neighborhood is the southeasterly corner of Marysville. It is bounded by Soper Hill Road on the south, Highway 9 on the east, 64th Street NE/SR 528 on the north, 67<sup>th</sup> Avenue NE and 75h Avenue NE on the west, and 52nd Street NE. The East Sunnyside neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

A special study area has been designated within this neighborhood called the East Sunnyside/Whiskey Ridge master plan. The master plan follows the general planning area discussion for this neighborhood.

### **I. Land Uses**

The East Sunnyside/Whiskey Ridge neighborhood includes approximately 1822 acres.

#### **a. Residential**

High density single family, permitting duplexes outright, is in a north-south swath as well as the central area. Medium density single family residential is located in the southeastern, southwestern, and northwestern portions since these areas have more topographic features making them difficult to serve with utilities.

#### **b. Commercial**

A potential Neighborhood Commercial location is at the intersection of 44th Street NE and 71st Avenue NE. Commercial and mixed use land uses are identified in the master plan area along Hwy 9, from the SR 92 connection south to Soper Hill Road.

Table 4-25 details the land use distribution for this neighborhood, **prior to addition of the master plan area to the UGA. Following selection of final alternative for the master plan, this section will be updated.**

**Table 4-25 East Sunnyside/Whiskey Ridge Neighborhood Land Capacity, 2005 – 2025**

<b>Land Use Designation</b>	<b>CB</b>	<b>MFM</b>	<b>SFH</b>	<b>SFH-SL</b>	<b>SFM</b>	<b>Rec</b>	<b>Pub</b>	<b>Total</b>
Gross Buildable Acres	65.9	52.4	1277.9	0	110.9	30.3	47.9	1585.3
Buildable Acres	58.4	47.7	1098	0	107.4	22.9	37.9	1372.3
Existing DU's	2	14	678	0	208	1	0	910
Existing Pop.	0	0	0	1705	641	3	0	2349
Existing Employees	0	0	0	0	34	0	0	34
Additional DU's	0	419	2838	0	108	0	0	3365
Additional Pop.	0	838	8230	0	313	0	0	9381
Additional Employees	699	0	0	0	0	0	0	699
Total DU's	9	433	3516	0	316	1	0	4275
Total Population	0	838	8230	1705	954	3	0	11730
Total Employees	699	0	0	0	34	0	0	733

Draft Date 10/12/06

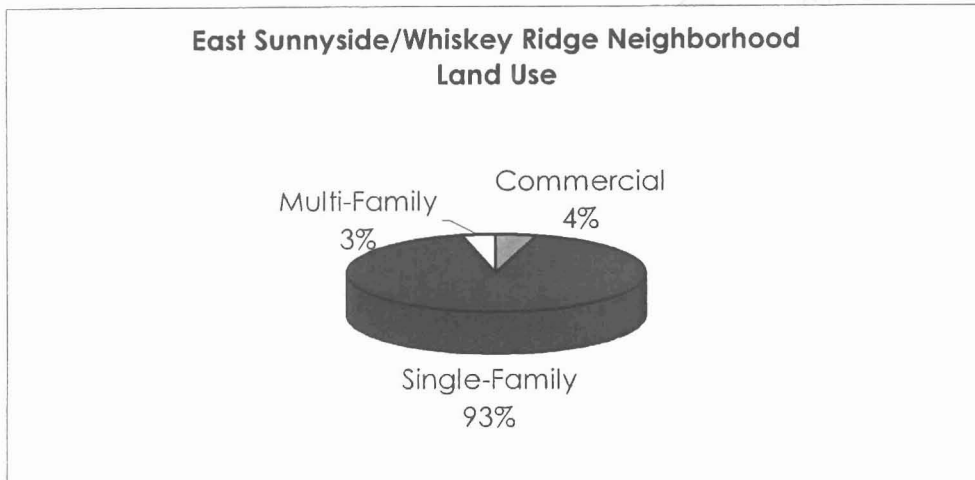
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## II. Housing & Employment Analysis

Table 4-26 identifies existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-55 shows the general land use distribution for this neighborhood **prior to addition of the master plan area to the UGA. Following selection of final alternative for the master plan, this section will be updated.**

**Table 4-26 Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	910	4275
Population Estimate	2349	11730
Employment Estimate	34	733



**Figure 4-55 East Sunnyside/Whiskey Ridge Neighborhood Land Use**

## III. Transportation

### a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-27.

**Table 4-27 East Sunnyside/Whiskey Ridge Neighborhood Streets and Classifications**

Street	Classification	Description/Comment
64 <sup>th</sup> Street/SR 528 (connecting Interstate 5 and Highway 9)	Principal Arterial	Arterial Streetscape
SR 9 (north-south state route)	Principal Arterial	Arterial Streetscape
SR 92 (East-west connector to Granite Falls) 87 <sup>th</sup> Avenue to SR 9	Principal Arterial	Arterial Streetscape

Sunnyside Blvd. (connecting downtown to Soper Hill Road)	Minor Arterial	Arterial streetscape
Soper Hill Road (connecting Sunnyside Blvd. and Hwy. 9)	Minor Arterial	Arterial streetscape
83 <sup>rd</sup> Avenue NE (connecting Soper Hill Road to potentially 108 <sup>th</sup> Street NE)	Minor Arterial	Arterial Streetscape
44 <sup>th</sup> Street (connecting 67 <sup>th</sup> Ave NE and 87 <sup>th</sup> Avenue NE)	Collector Arterial	Arterial streetscape
40 <sup>th</sup> Street (connecting Sunnyside to 87 <sup>th</sup> Avenue NE.)	Collector Arterial	Arterial Streetscape
71 <sup>st</sup> Avenue NE (connecting 44 <sup>th</sup> Street NE and Soper Hill Road)	Collector Arterial	
87 <sup>th</sup> Avenue NE (connecting SR 528 to Soper Hill Road)	Collector Arterial	Arterial Streetscape
Densmore Road (connecting Sunnyside School Road to Soper Hill Road)	Collector Arterial	Arterial Streetscape Standard modified for multi-use trail

The appropriate standard for classified roads is included for reference and information in Appendix A of the Whiskey Ridge master plan, however it should be noted that this standard can be revised through the Engineering Design and Development Standards (EDDS) amendment procedure through subsequent action by the City.

#### b. Transportation Needs within the Neighborhood

Projects listed here are identified transportation needs within the subarea. Project descriptions, need, cost, funding and timing are identified in the Table 4-28.

**Table 4-28 East Sunnyside/Whiskey Ridge Projects**

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
SR 528 (83 <sup>rd</sup> Avenue to Hwy 9)	Widen to 5 lanes with an exclusive bicycle lane.	Capacity	WSDOT Developer Frontage Improvements
67 <sup>th</sup> Avenue (40 <sup>th</sup> St NE to 88 <sup>th</sup> St NE)	Dedicate additional right of way and Construct 8 foot shoulders lacking curb, gutter and sidewalk	Recommended 20 year improvements	\$300,000-6 year plan, funding anticipated within 6 years from transportation revenues.
Sunnyside Blvd. (52 <sup>nd</sup> Avenue NE to South City limits)	Widen to 3 lanes with an exclusive bicycle lane.	Recommended 6 year improvements	\$3,700,000 – 6 year plan, funding anticipated within 6 years from transportation revenues.
SR 92 connection (87 <sup>th</sup> Avenue to SR 9)	Dedicate right of way and construct 5 lanes	Identified in Whiskey Ridge Master Plan for area circulation	\$2,000,000 – City & Developer Frontage Improvements

Draft Date 10/12/06

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44th Street(connecting 67th Ave NE and 87th Avenue NE)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	\$3,700,000 City & Developer Frontage Improvements
40th Street (connecting Sunnyside to 87th Avenue NE.	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	\$10,600,000 City & Developer Frontage Improvements
71st Avenue NE (connecting 44th Street NE and Soper Hill Road)	Construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	Developer Frontage Improvements
83rd Avenue NE (connecting Soper Hill Road to potentially 108th Street NE)	Dedicate additional right of way and Construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	Developer Frontage Improvements
87th Avenue NE (connecting SR 528 to Soper Hill Road)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	Developer Frontage Improvements
Densmore Road (connecting Sunnyside School Road to Soper Hill Road)	Construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	\$1,000,000 City & Developer Frontage Improvements

### c. Existing Public Transportation Facilities and Services

There are no transit services within this neighborhood.

### d. Transportation Strategies and Issues

#### Transportation Projects

A number of the projects listed above are unfunded. As a result, it will be especially important to work with property owners, citizens and outside agencies to explore opportunities for project financing. In many cases, along existing arterial right of way, developer frontage improvements will accomplish widening and construction of a full urban street standard. In other cases, a road improvement district (RID) may provide a mechanism for moving the projects forward. The master plan strategies for East Sunnyside/Whiskey Ridge also include recommendations for use of residential density incentives and creditable improvements (toward impact fees) to accomplish needed but unfunded projects within the immediate neighborhood.

Sunnyside Boulevard has become a major thoroughfare for vehicles traveling to Interstate 5 and Everett as well as Highway 2 and Lake Stevens. Design for Sunnyside Boulevard, Third Street to 52<sup>nd</sup> Street NE, was moved to the 6 year transportation improvement program project list in 2006 as high growth within the subarea has increased traffic and urgency to construct an additional lane and a bike path for bike and pedestrian travel. Installation of the signal at 52<sup>nd</sup> Street NE & Sunnyside Boulevard (listed in Sunnyside Projects, Table 4-25) is a key priority for this area, as the intersection is currently below the accepted level of service.

The growth in Sunnyside is occurring at much higher rates here than in other parts of the city. Currently the minor and collector arterial system is developed to rural standards with site specific developer improvements along development frontage. This leaves many unimproved and discontinuous sections along major roads. Growth must be accompanied by improvements to these rural roads to provide urban level street, stormwater and sidewalk improvements. Increases in residential densities should only be proposed if transportation facilities can be enhanced by concurrent passage of an RID, impact fee assessments or other mechanisms to fund needed road improvements. The transportation element identified key transportation connections that must be provided with new development. It is essential that these connections occur with new development.

#### Non-motorized System Improvements

- 1) Sunnyside Boulevard/Soper Hill Road Bike Lanes. Bike lanes are proposed on Sunnyside Boulevard to Soper Hill Road. This will provide a bicycle access route between Marysville and Lake Stevens.
- 2) 67<sup>th</sup> Avenue NE/44<sup>th</sup> Street NE Bicycle Lanes. A route is planned between Arlington to the north from SR 531 to 44<sup>th</sup> Street NE terminating at 83<sup>rd</sup> Avenue NE. This would provide a bicycle route between Arlington/Marysville and Lake Stevens.
- 3) 40<sup>th</sup> Street NE Bicycle Lanes. This new collector arterial with planned bike lanes will provide a route between Sunnyside Boulevard and 83<sup>rd</sup> Avenue NE.
- 4) 83<sup>rd</sup> Avenue NE Bicycle Lanes. Bike lanes are planned from 88<sup>th</sup> Street NE extension to Soper Hill Road which will ultimately provide connection to the Centennial Trail to the north. This trail also provides connections to the towns of Arlington, Lake Stevens and Snohomish.
- 5) Whiskey Ridge Trail. A proposed pedestrian/multi-purpose trail is proposed along the Puget Sound Energy transmission easement east of 79<sup>th</sup> Avenue NE. This trail will provide a separated walk path between the Getchell neighborhood and Southeast Marysville. This trail is planned to interconnect with the Centennial Trail. Additional interconnections should be planned from the Whiskey Ridge study area and new developments. Developments in Snohomish County were not consistently required to provide a recreation easement to the City of Marysville, therefore the southern portion of the trail should be rerouted south of 44<sup>th</sup> Street NE for future trail construction to provide a continuous route. The plan proposes designation of a trail link at 44<sup>th</sup> Street to Densmore Road. Densmore Road would be constructed as a modified road standard with multi-use trail for bicycles and pedestrians. This would connect to planned sidewalks and bike lanes on Soper Hill Road.

#### Arterial Streetscape and Gateway treatments

The majority of the principal, minor and collector arterials are identified as streetscape arterial within this plan. The City shall provide standards for plantings and medians along these arterials, and provide for attractive pedestrian crossings at key intersection and gateways to the City. The southern entrance to the City at Soper Hill Road and Highway 9 and the entrance at the proposed access at Hwy 92 and Hwy 9 is a

designated gateway to the City and subject to the Gateway master plan for design and construction of a gateway treatment.

#### IV. Parks and Recreation

This planning area has two existing park sites, Deering Wildflower Acres and a potential site at the Sunnyside Wells Reservoir, as listed in Table 4-29. There is potential for a trail along the power line easement and also potential connection to the Centennial Trail as well as the Ebey Waterfront Trail. Figure 9-2 in the Parks and Recreation Element illustrates existing and proposed trail systems in the UGA.

**Table 4-29 East Sunnyside/Whiskey Ridge Neighborhood Park Facilities**

Park	Location	Size (acres)	Description
Deering Wildflower Acres	4708-79 <sup>th</sup> Avenue NE	30	This park offers trails, natural areas, a meeting room and caretaker's quarters.
Sunnyside Well site	40 <sup>th</sup> Street NE & 71 <sup>st</sup> Avenue NE	31	This site is undeveloped and owned by the Marysville utility fund. Planned uses include a fire station and new water reservoir.

Additional public park sites should be provided to serve additional population anticipated in this subarea. Park facilities should include opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan; Densmore Road multi-use trail		Dedication and construction of trails along PSE transmission line easement and along Densmore Road
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop
Community Open Space Park	East Sunnyside/Whiskey Ridge subarea plan	10+	Potential acquisition along King Creek
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

#### VI. Public Services and Facilities

##### a. Schools

Two school districts serve this neighborhood. The Marysville School District provides school service generally west of 75<sup>th</sup> Avenue NE and the Lake Stevens School District provides service east of 75<sup>th</sup> Avenue NE.

The Marysville School District has one planned elementary school proposed for this subarea. The District plans to construct the facility within the next 6 years. The site has been identified south of 44<sup>th</sup> Street NE, east of 71<sup>st</sup> Avenue NE.

Additional growth in the Lake Stevens School District is expected to result in need for an additional elementary school within the area. The Lake Stevens School District owns



property south of Sunnyside School Road, east of 87<sup>th</sup> Avenue NE, which is used for their bus parking and maintenance facility.

School	Location	Size (acres)	Description
Marysville School District	44 <sup>th</sup> Street NE & 71 <sup>st</sup> Avenue NE	10	Planned elementary school.
Lake Stevens School District		10	Site to be identified.

**b. Water**

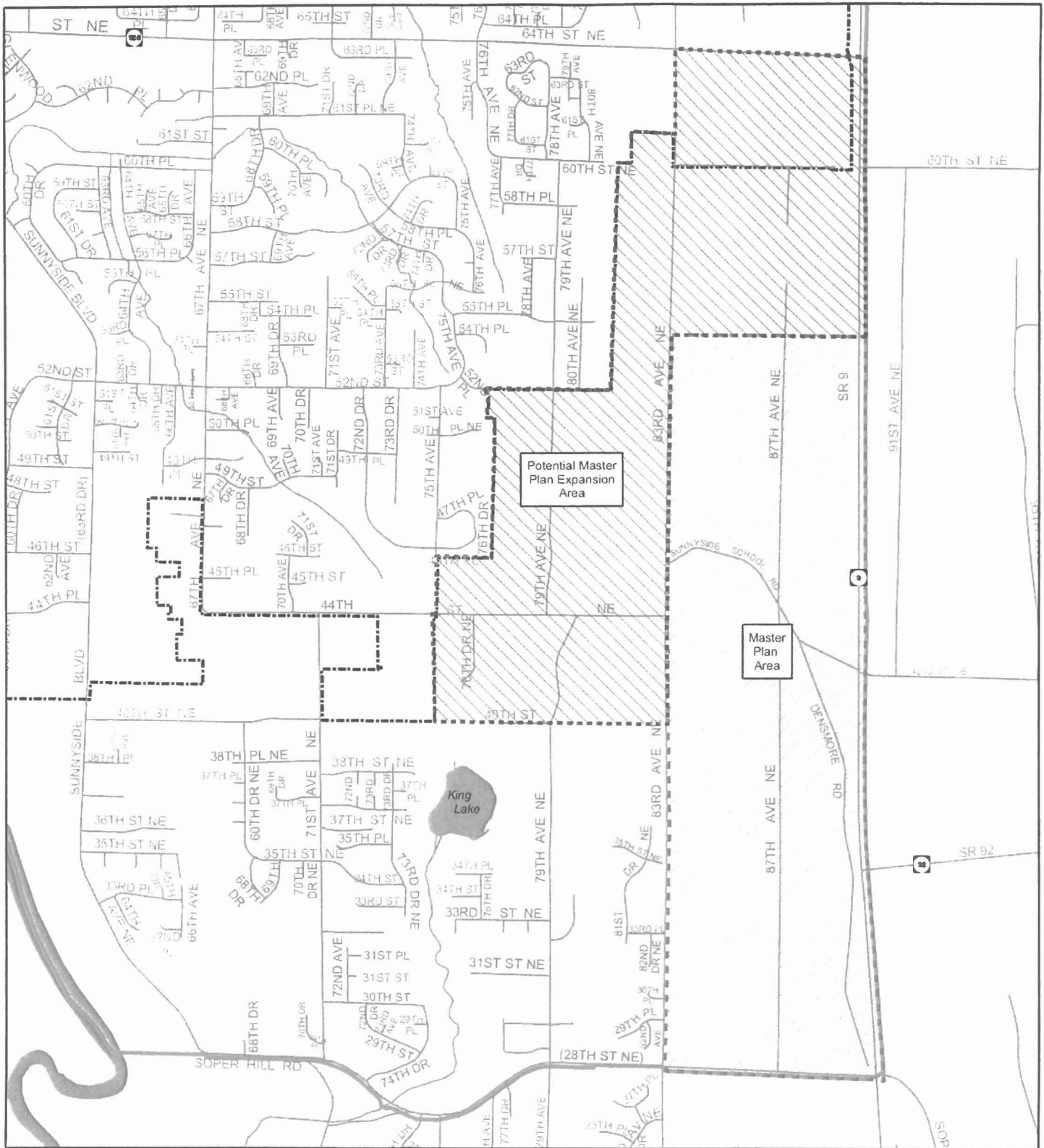
Figure 4-56 identifies water lines within the East Sunnyside/Whiskey Ridge neighborhood.

**c. Sewer**

Figure 4-57 identifies sewer lines within the East Sunnyside/Whiskey Ridge neighborhood.






## **VII. Annexation and Development Strategies**

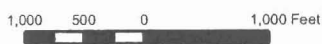
UGA expansions within this neighborhood are subject to a master plan for area development. The master plan is adopted as part of the 2006 subarea update. The master plan should result in a land use mix consistent with the city housing mix goals and reflect a variety of housing types and densities. Property within UGA expansion areas shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's master plan for the area.



**City of Marysville**  
**DRAFT**  
**Whiskey Ridge Master Plan**  
**Potential Master Plan Expansion Area**

October 12, 2006

-  Marysville City Limits
-  East Sunnyside Neighborhood
-  Urban growth area
-  Master Plan Area
-  Potential Master Plan Expansion Area



## **WHISKEY RIDGE MASTER PLAN**

The master plan area, as identified in the 2005 City of Marysville comprehensive plan is bounded by 83<sup>rd</sup> Avenue NE on the west, 58<sup>th</sup> Street alignment on the north, Highway 9 on the east, and Soper Hill Road (28<sup>th</sup> Street NE) on the south. The master plan study area includes the entirety of the East Sunnyside/Whiskey Ridge neighborhood area however, as the master plan includes an assessment of the surrounding area transportation and land uses with recommendations for additional modifications to zoning and development regulations for the entire neighborhood planning area. It is an area that forms the southeastern most edge of Marysville and is where the City abuts the city of Lake Stevens. This area provides a gateway into and out of Marysville and as a result, Marysville wishes to create a distinctive urban edge and facilitate the development of enduring and long- term neighborhoods for a growing community. Adoption of the master plan and accompanying development regulations will establish zoning for this area.

### **I. Background**

The City of Marysville included the Whiskey Ridge area in the 2005 City comprehensive plan update. The Whiskey Ridge master plan area was added to the Urban Growth Area by Snohomish County in February 2006. The area will be annexed to the City of Marysville by December 2006.

### **II. Land Use**

The Whiskey Ridge master plan area covers 444 total gross acres. It is largely undeveloped and property is held in large predominately 10+ acre tracts. The development of the master plan is based on several guiding principles and a vision for creation of enduring neighborhoods. These principles are adapted from Smart Growth policies, existing City of Marysville comprehensive plan goals & policies, and input of community leaders and citizens through land use forums and discussions<sup>1</sup>.

#### **Guiding Principles and Policies**

1. Mix Land Uses
2. Take Advantage of Compact Building Design
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Communities and Five-Minute Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Natural Beauty, and Critical Environmental Areas
7. Increase Densities in Appropriate Locations
8. Promote Higher Quality Density by Incentive Zoning
9. Connect People to Places
10. Create Opportunities for a Healthy Community with opportunities for Physical Activity
11. Create Great Places for People

#### **Land Use Vision**

The vision for Whiskey Ridge is to create an urban community that provides an attractive gateway into Marysville and that becomes a prototype for developing

Land Use Element  
4-9

Marysville Comprehensive Plan

neighborhoods within the City. Marysville included the Whiskey Ridge area within its comprehensive plan and required annexation of the community prior to development application or approval for the primary reason of wanting to exert land use control. Assignment of land uses and land use regulation provides the greatest tool for ensuring an area's long term vitality and productivity to the community at large. Marysville was interested in ensuring a land use mix within this area to balance the largely single family residential growth occurring throughout the Sunnyside area and also to ensure that new neighborhoods were created as long-term neighborhoods.

The intent of the master plan is to ensure that and growth contributes to the community and to creation of a long-term neighborhood. Certainly new development within the UGA provides additional housing, some of which will be affordable in keeping with GMA goals. New residential developments in the Whiskey Ridge area should provide address site planning to integrate with the surrounding planned developments as well as provide attractive internal layout. What this means is that new neighborhoods should enhance rather than diminish the surrounding area. This might occur through provision of transportation improvements that promote neighborhood walkability, population at a density to support transit and commercial services in the surrounding area, support of new facilities stretched by continuing population growth, retention of open space or parks within developing neighborhoods. As the area's natural open spaces decreases, the substitution of quality urban places should fill the gap. While recognizing the importance of affordability, this plan encourages an appropriate mix of housing types meeting a range of income levels. "Starter" neighborhoods for low-income and first-time homebuyers should be well-designed so that singles and families might choose to continue living in these neighborhoods even when their income levels might allow alternative housing options due to the attractive neighborhood setting and well-proportioned building design. In addition, the City should encourage neighborhoods representing a diverse range of lot and unit types that provide a maximum array of housing choices for Marysville residents. This includes apartments for families as well as singles and seniors, convalescent care, group housing and ranging from low to upper-income single family homes.

The Whiskey Ridge area provides a combination of beautiful westward views to the Snohomish river estuary, Everett and Sound, as well as steep hillsides, ravines, and woods. Within the greater area, there are creeks, wetlands and large ponds that will be preserved under critical areas ordinances and buffers. These provide larger tracts for protection of area habitat and wildlife. Some of these nature preserves could be acquired by nonprofit agencies or the City to provide access to the public for nature trails and passive recreation. The future will include full urban services, an active civic life for its residents built around distinct, strong residential neighborhoods, quality schools and other public buildings, convenient shopping and services, and areas of employment. Marysville is also committed to creation of a land use mix that provides both jobs and housing with commercial services in proximity the area's growing residential community throughout the Sunnyside (Planning Area 3) and East Sunnyside/Whiskey Ridge (Planning Area 4) neighborhoods. The urbanized Whiskey Ridge should have an outstanding system of public services and facilities, including schools, fire station, open spaces, active and passive recreation parks, trails, commercial plazas, gateway features, and streetscape corridors. The sensitive environmental areas of Whiskey Ridge (wetlands, forested areas, streams) are incorporated into the urban design of the area. Streams are buffered and protected

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from direct urban runoff. Trails for pedestrian, bicycle and other non-motorized use are incorporated into open space planning and buffers, where appropriate. These sensitive areas remain in native plantings to provide water quality and quantity protection. Development regulations require identification and protection of significant stands of trees.

Shopping is concentrated around transportation corridors, specifically Highway 9. Accesses to shopping and employment areas are direct and efficient, capitalizing on the proximity to SR-9, SR-92, Soper Hill Road and SR528. Commercial areas emphasize pedestrian uses and have parking to the side of or in back of buildings. Commercial buildings relate to the street, and have features, such as plazas, windows on the street, distinctive entrances. Street cafes, street furniture, kiosks, and landscaping should provide attractive gathering places for area residents. Some small scale office and general services are located within neighborhoods providing convenient services such as daycare, medical/dental and personal care within the neighborhood.

Higher density housing takes the form of small lot single family attached and detached, providing new opportunities for homeownership. Multiple family apartments are well designed to integrate with adjoining single family areas. All higher density housing is located within a 1/4 mile of an open space, park and/or trail system. Arterials in the higher density section are designed as boulevards, with a center planting area to provide additional green space and safe crossing for pedestrians.

A variety of medium density detached housing opportunities fill in the spaces between the centers separated by boulevards, parks and/or trails. The community also has areas of mixed use, (housing, services and retail uses) which provide a place to live and work where one can walk or bike to homes, stores and services all located in a concentrated area. Mixed-use areas have a variety of public spaces, including village greens, public art spaces, street trees, furniture and plazas.

Urban level roads are provided in a hybrid system of strong minor and collector arterials and neighborhood access streets. Residential developments are developed with good access and circulation to the collector/arterial system but developed in individual neighborhood clusters of 60-80 units per cluster.

Urban level services include stormwater, roads, sewer and water. Stormwater systems are attractively designed so that the streets are not dominated by large concrete structures along the arterial frontage. Instead natural pond systems, underground vaults are used when feasible. If structures are placed along in view of public right of way, they are setback with substantial landscaping or construction is a decorative block wall with landscaping along the street frontage.

## **Conclusions**

The Whiskey Ridge master plan area should provide a more balanced residential and commercial land use mix. To date, the growth in this and the adjoining neighborhood has been predominately housing – single family housing. Future uses should include a blend of high and medium density single and low to medium density multiple family housing. The master plan also includes accompanying development regulations to implement the land use plan vision, goals, and policies. These include incentives for providing additional community features including capital improvements, gathering places, gateway monuments and other amenities to enhance the growing neighborhood.

## KEY CONCEPTS

1. Ensure adequate public facilities are planned to serve the area. These facilities include:
  - a. Southeast Marysville Fire Station
  - b. Lake Stevens School District new elementary school
  - c. Neighborhood Parks -1-2 (1.5-5 acres)
  - d. Community Park – 1 (10+ acres)
  - e. Community Open Space – 1 (10+ acres)
  - f. Trails – Whiskey Ridge Trail and extensions through neighborhoods
2. Require that transportation impacts to this area are addressed through impact fees. Establish a secondary impact fee to support unfunded road projects needed for development within the master plan area.
3. Provide for commercial uses along Highway 9. These uses while visible from Highway 9, should provide a community orientation with four-sided architecture. Sites and buildings should be attractive from Highway 9, as well as adjoining public streets such as 87<sup>th</sup> Avenue NE and internal parking access.
4. Commercial uses at Highway 9 should provide for opportunities and building orientation towards surrounding neighborhoods. While visibility from Highway 9 may be important, the primary vehicle access and orientation should be from surrounding neighborhoods.
5. Collector and minor arterials should provide substantial landscaping in keeping with the arterial streetscape plans for each arterial.
6. A connection to Highway 9 at SR 92 should be provided to provide east-west connectivity between Sunnyside Boulevard and Hwy 9.
7. The planned SR92 connection should be constructed as a boulevard, with substantial landscaping and streetscape improvements between SR 9 and 87<sup>th</sup> Avenue NE.
8. Densmore Road should be considered for a modified road standard with wide multi-use trail for connection to the planned Whiskey Ridge trail to provide pedestrian and bicycle connectivity through Marysville, and promote pedestrian activity from the residential neighborhoods to the commercial center.
9. Plan Mixed use areas along Highway 9 adjacent to the commercial center.
10. Develop design standards and guidelines to upgrade the quality of neighborhoods.
11. Promote development of attractive streets by requiring consistent fencing, walls and landscaping along arterial street frontage.
12. Promote development of attractive streets by requiring stormwater systems along arterial streets to be natural pond systems, underground vaults, or set back with additional landscaping to screen visibility from roadways.
13. Provide for flexible zoning that allows for a mix of single family and multi-family uses within residential zones.
14. Use incentive zoning as a tool to encourage higher quality higher density development and physical improvements to the neighborhood.

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15. Residential uses along Highway 9 will be protected from impacts of highway noise, visibility and future widening by construction of a decorative concrete wall.
16. Power lines along arterial streetscape streets will be relocated underground to provide a clean visual line along the right of way frontage.
17. Create a gateway at Hwy 92 and SR 9 and at Soper Hill Road and SR9.

## LAND USE ALTERNATIVES AND RECOMMENDED PLAN

Staff prepared six land use alternatives for analysis. These alternatives propose different transportation and land use concepts. The land use concepts were developed to coincide with the various transportation concepts under review. For instance, where a higher classification arterial is proposed, the land use was intensified along the connection.

The land use designations are also unique to the master plan, with density and dimensions for the residential zones defined in the plan. The zones are constructed using a base density as well as maximum density. The goal is to provide for a mix of lot sizes within a specified range and land use type. Within the single family zone, a base density of 4 du/acre is established by this plan. A maximum density of 8 du/acre is achievable utilizing MMC 19.26, Residential Density Incentives. This allows projects to provide additional on-site and off-site neighborhood amenities to attain a higher project density. It will also create a mix of lot sizes within each zones. Within the multifamily zone, a base density of 6 is established for single family detached units, and 10 du/acre for multifamily buildings. The Mixed Use zone has a base density of 12 du/acre and a maximum of 18 du/acre. The density and dimensions for each zone are described in Section VIII of this plan.

The "Key Concepts" identified in this plan apply to each of the alternatives. Future development within the master plan will be required to meet the objectives of this plan and referenced standards. These concepts should also be expanded to a larger master plan boundary in order to ensure consistent development north of 40<sup>th</sup> Street NE.

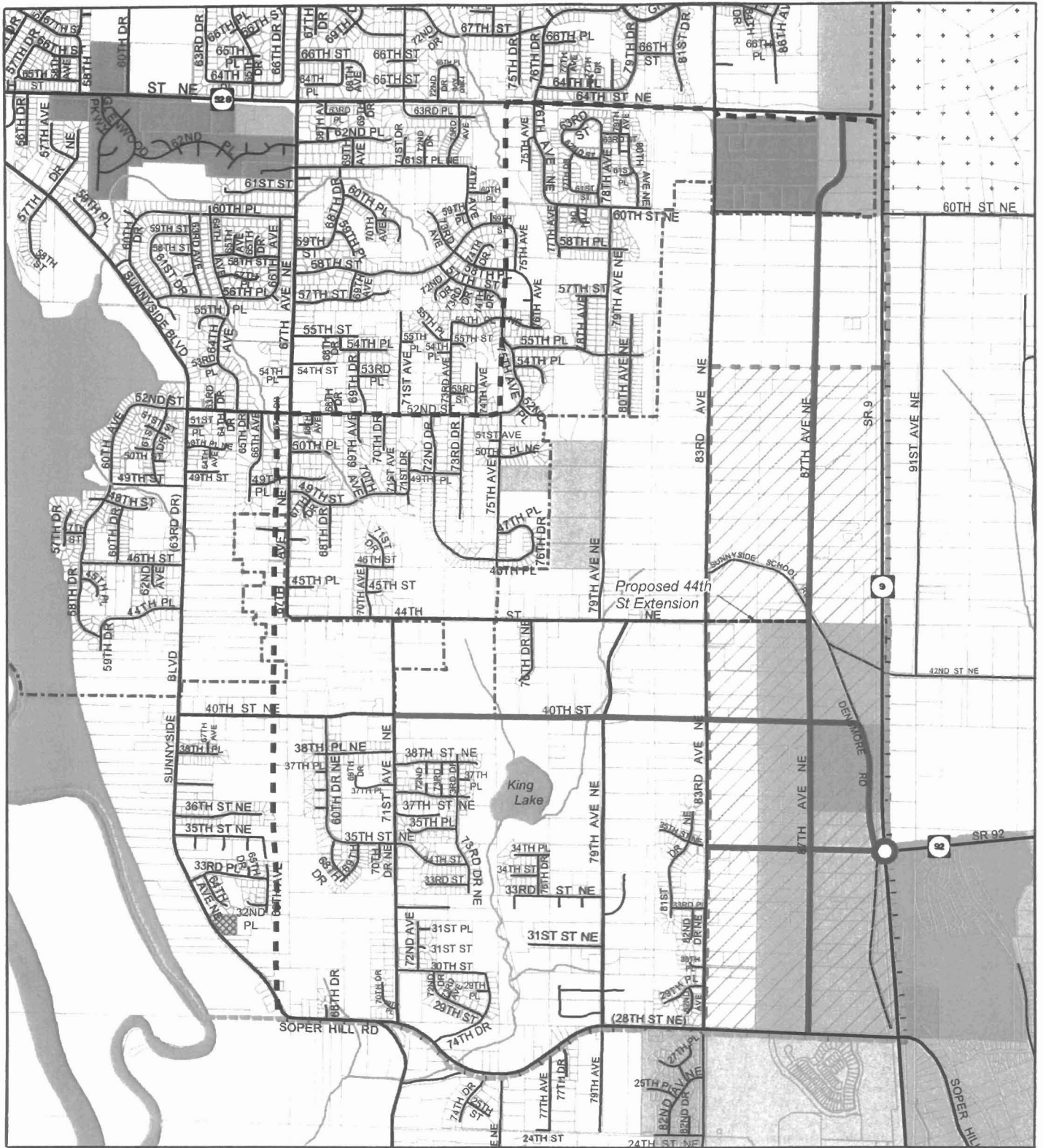
Table 4-25A-F details the land use distribution for each alternative.

**Table 4-25A Alternative 1 Land Capacity, 2005 – 2025**

Land Use Designation	CB	MU	MFL	SFH	Total
Total Acres	48.5	16.4	94.1	219.5	378.4
Buillable Acres	43.7	16.4	85.0	216.7	361.7
Existing DU's	7	12	30	64	113
Existing Pop.	14	24	60	128	226
Existing Employees	0	0	0	0	0
Additional DU's	0	91	394	550	1035
Additional Pop.	0	264	1143	1100	2507
Additional Employees	337	70	0	0	407
Total DU's	7	103	424	614	1148
Total Population	14	288	1203	1228	2733
Total Employees	337	70	0	0	407

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**Alternative #1**  
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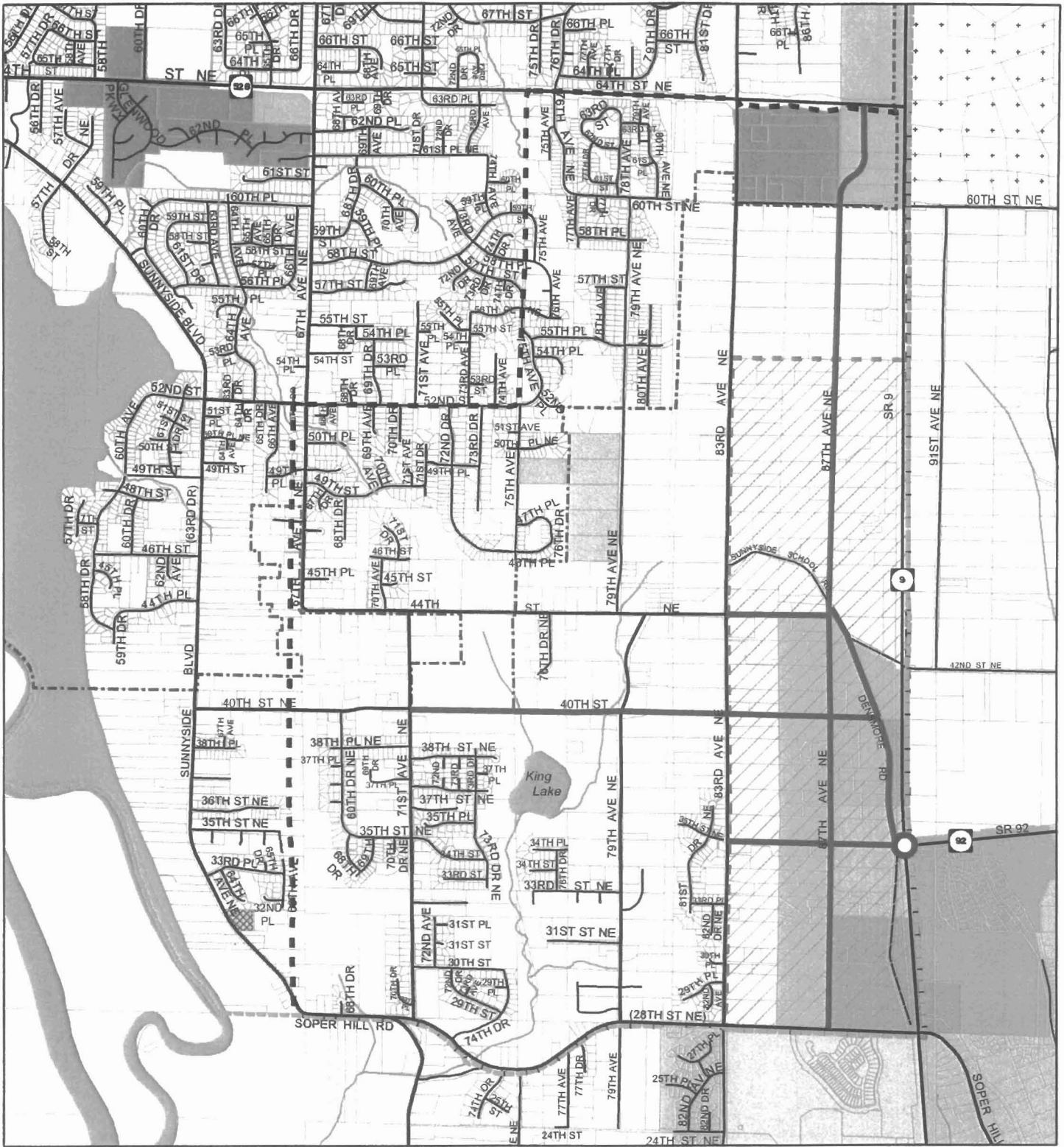


- Marysville City Limits
- Marysville Urban Growth Area
- East Sunnyside Neighborhood
- Proposed Collector Arterial
- Master Plan Area
- Master Plan Designations**
- Commercial
- Multi-Family
- Mixed Use
- Single Family

- Marysville Comprehensive Plan**
- Community Business
- Mixed Use
- R12 Multi-Family Low
- Neighborhood Business
- R18 Multi-Family Medium
- R6.5 Single Family High
- R4.5 Single Family Medium
- Recreation
- Open Space

- County Future Land Use - March, 2006**
- Urban Commercial
- Urban Industrial
- Rural Residential 5 Acre
- Rural Residential 5 Acre Basic
- Urban High Density Residential
- Urban Medium Density Residential
- Urban Low Density Residential
- Public/Institutional



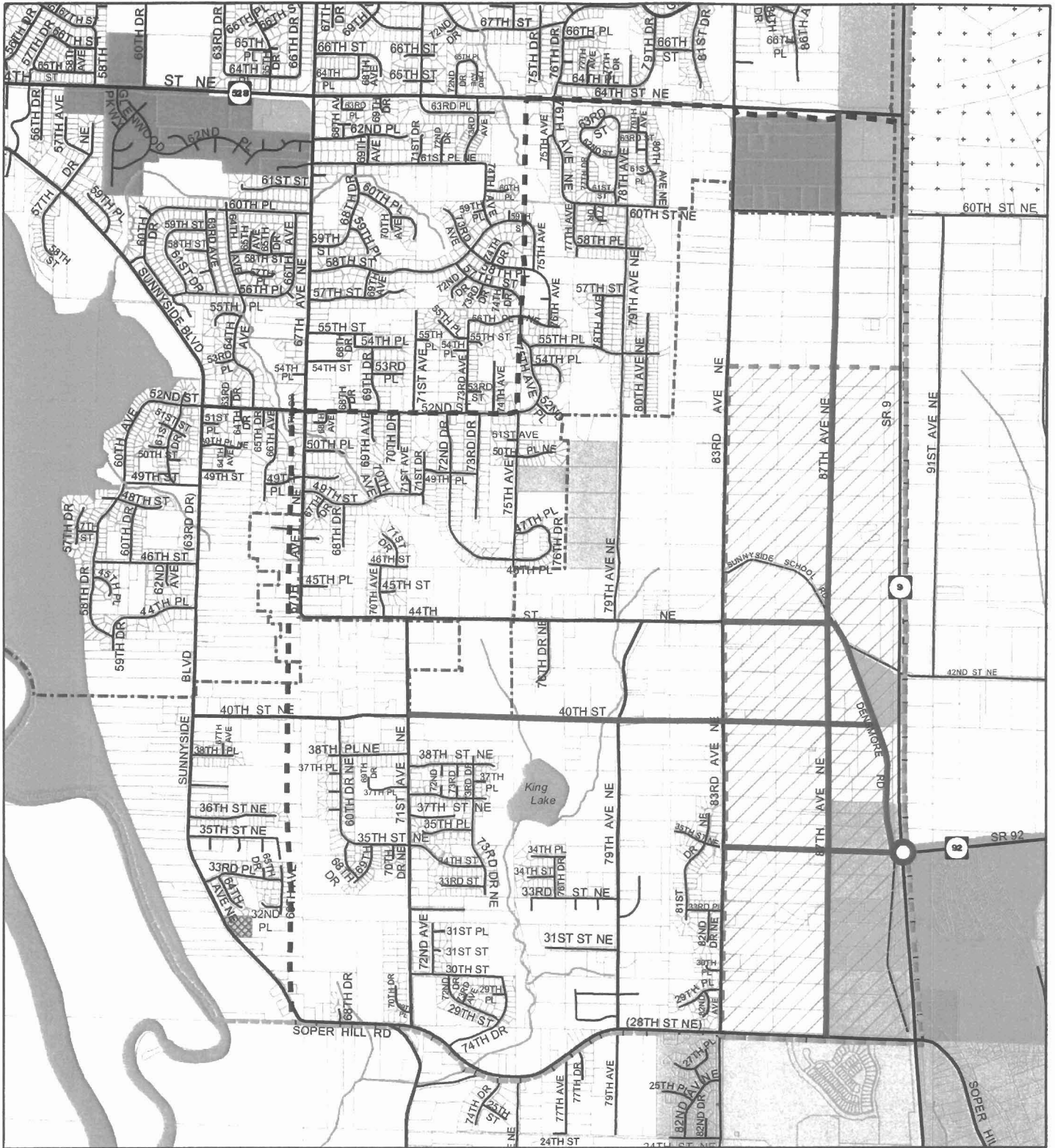


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**Alternative #2**

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<ul style="list-style-type: none"> <li> Marysville City Limits</li> <li> Marysville Urban Growth Area</li> <li> East Sunnyside Neighborhood</li> <li> Proposed Collector Arterial</li> <li> Master Plan Area</li> <li><b>Master Plan Designations</b></li> <li> Commercial</li> <li> Multi-Family</li> <li> Mixed Use</li> <li> Single Family</li> </ul>	<p><b>Marysville Comprehensive Plan</b></p> <ul style="list-style-type: none"> <li> Community Business</li> <li> Mixed Use</li> <li> R12 Multi-Family Low</li> <li> Neighborhood Business</li> <li> R18 Multi-Family Medium</li> <li> R6.5 Single Family High</li> <li> R4.5 Single Family Medium</li> <li> Recreation</li> <li> Open Space</li> </ul>	<p><b>County Future Land Use - March, 2006</b></p> <ul style="list-style-type: none"> <li> Urban Commercial</li> <li> Urban Industrial</li> <li> Rural Residential 5 Acre</li> <li> Rural Residential 5 Acre Basic</li> <li> Urban High Density Residential</li> <li> Urban Medium Density Residential</li> <li> Urban Low Density Residential</li> <li> Public/Institutional</li> </ul>
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**Alternative #3**

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- |                              |                           |                                  |
|------------------------------|---------------------------|----------------------------------|
| Marysville City Limits       | Community Business        | Urban Commercial                 |
| Marysville Urban Growth Area | Mixed Use                 | Urban Industrial                 |
| East Sunnyside Neighborhood  | R12 Multi-Family Low      | Rural Residential 5 Acre         |
| Proposed Collector Arterial  | Neighborhood Business     | Rural Residential 5 Acre Basic   |
| Master Plan Area             | R18 Multi-Family Medium   | Urban High Density Residential   |
| Commercial                   | R6.5 Single Family High   | Urban Medium Density Residential |
| Multi-Family                 | R4.5 Single Family Medium | Urban Low Density Residential    |
| Mixed Use                    | Recreation                | Public/Institutional             |
| Single Family                | Open Space                |                                  |

**Table 4-25B Alternative 2 Land Capacity, 2005 – 2025**

Land Use Designation	CB	MU	MFL	SFH	Total
Total Acres	23.1	25.4	105.3	224.6	378.4
Buildable Acres	20.2	23.6	100.4	217.5	361.7
Existing DU's	4	3	40	66	113
Existing Pop.	8	6	80	132	226
Existing Employees	0	0	0	0	0
Additional DU's	0	143	485	550	1178
Additional Pop.	0	415	1407	1100	2921
Additional Employees	149	107	0	0	256
Total DU's	4	146	525	616	1291
Total Population	8	421	1487	1232	3147
Total Employees	149	107	0	0	256

**Table 4-25A Alternative 3 Land Capacity, 2005 – 2025**

Land Use Designation	CB	MFL	SFH	Total
Total Acres	36.1	26.1	316.3	378.4
Buildable Acres	33.2	16.1	312.4	361.7
Existing DU's	7	2	102	113
Existing Pop.	14	4	204	226
Existing Employees	0	0	0	0
Additional DU's	0	68	752	820
Additional Pop.	0	197	1504	1701
Additional Employees	268	0	0	268
Total DU's	7	72	854	933
Total Population	14	205	1708	1927
Total Employees	268	0	0	268

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Marysville Comprehensive Plan

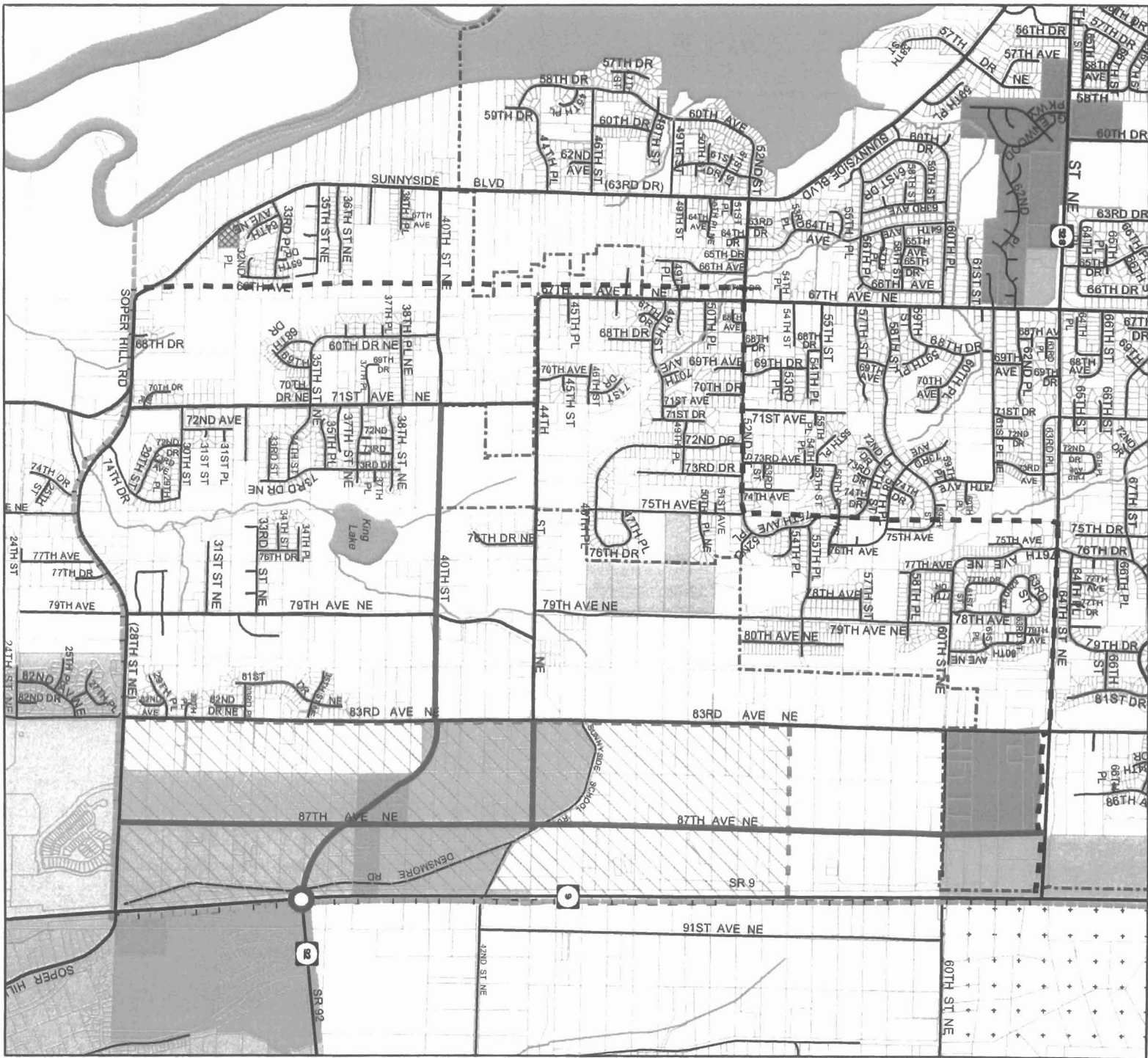


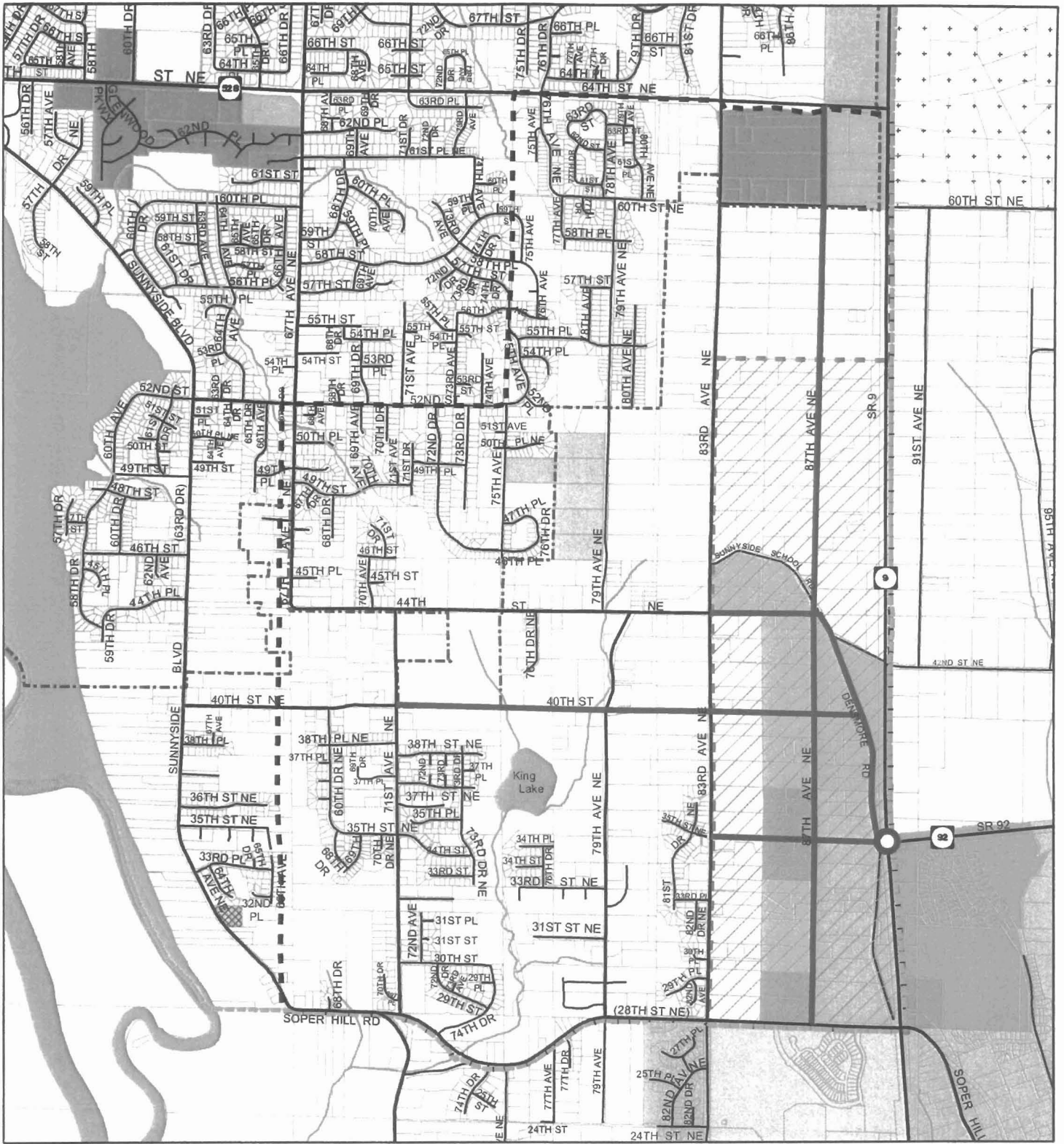
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**DRAFT**  
**Whiskey Ridge Master Plan**  
**Alternative #4**

October 12, 2006



- |  |                              |  |                               |  |                                      |
|--|------------------------------|--|-------------------------------|--|--------------------------------------|
|  | Marysville City Limits       |  | Marysville Comprehensive Plan |  | County Future Land Use - March, 2006 |
|  | Marysville Urban Growth Area |  | Community Business            |  | Urban Commercial                     |
|  | East Sunnyside Neighborhood  |  | Mixed Use                     |  | Urban Industrial                     |
|  | Master Plan Area             |  | R12 Multi-Family Low          |  | Rural Residential 5 Acre             |
|  | Proposed Collector Arterial  |  | Neighborhood Business         |  | Rural Residential 5 Acre Basic       |
|  | Commercial                   |  | R18 Multi-Family Medium       |  | Urban High Density Residential       |
|  | Multi-Family                 |  | R6.5 Single Family High       |  | Urban Medium Density Residential     |
|  | Mixed Use                    |  | R4.5 Single Family Medium     |  | Urban Low Density Residential        |
|  | Single Family                |  | Recreation                    |  | Public/Institutional                 |
|  | Open Space                   |  |                               |  |                                      |





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**Whiskey Ridge Master Plan**  
**Alternative #5**

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- Marysville City Limits
- Marysville Urban Growth Area
- East Sunnyside Neighborhood
- Master Plan Area
- Proposed Collector Arterial
- Master Plan Designations**
- Commercial
- Multi-Family
- Mixed Use
- Single Family

- Marysville Comprehensive Plan**
- Community Business
- Mixed Use
- R12 Multi-Family Low
- Neighborhood Business
- R18 Multi-Family Medium
- R6.5 Single Family High
- R4.5 Single Family Medium
- Recreation
- Open Space

- County Future Land Use - March, 2006**
- Urban Commercial
- Urban Industrial
- Rural Residential 5 Acre
- Rural Residential 5 Acre Basic
- Urban High Density Residential
- Urban Medium Density Residential
- Urban Low Density Residential
- Public/Institutional

**Table 4-25C Alternative 4 Land Capacity, 2005 – 2025**

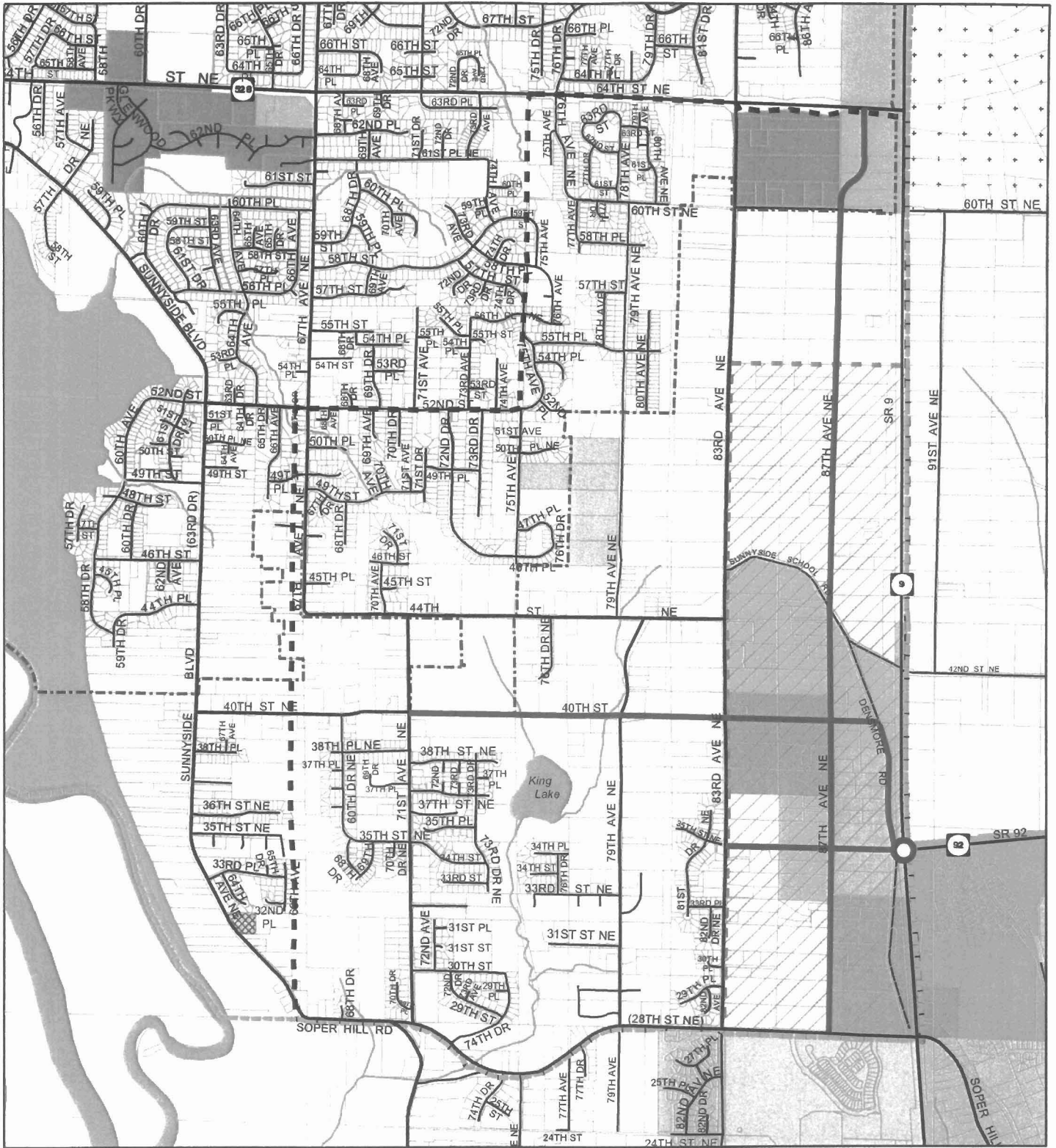
Land Use Designation	CB	MU	MFL	SFH	Total
Total Acres	50.7	14	132.2	181.4	378.4
Builaible Acres	45.9	14	122.1	179.7	361.7
Existing DU's	9	8	45	51	113
Existing Pop.	18	16	92	102	226
Existing Employees	0	0	0	0	0
Additional DU's	0	98	624	447	1169
Additional Pop.	0	284	1810	894	2988
Additional Employees	393	69	0	0	462
Total DU's	9	106	669	498	1282
Total Population	18	300	1900	996	3214
Total Employees	393	69	0	0	462

**Table 4-25D Alternative 5 Land Capacity, 2005 – 2025**

Land Use Designation	CB	MU	MFL	SFH	Total
Total Acres	50.7	25.5	100.5	201.6	378.4
Builaible Acres	45.9	24.5	91.5	199.9	361.7
Existing DU's	9	9	37	58	113
Existing Pop.	18	18	74	116	226
Existing Employees	0	0	0	0	0
Additional DU's	0	127	455	505	1087
Additional Pop.	0	368	1320	1010	2698
Additional Employees	354	92	0	0	446
Total DU's	9	136	492	563	1200
Total Population	18	386	1394	1126	2924
Total Employees	354	92	0	0	446

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**Whiskey Ridge Master Plan**  
**Alternative #6**

October 12, 2006



- Marysville City Limits
- Marysville Urban Growth Area
- East Sunnyside Neighborhood
- Master Plan Area
- Proposed Collector Arterial
- Master Plan Designations**
- Commercial
- Multi-Family
- Mixed Use
- Single Family

- Community Business
- Mixed Use
- R12 Multi-Family Low
- Neighborhood Business
- R18 Multi-Family Medium
- R6.5 Single Family High
- R4.5 Single Family Medium
- Recreation
- Open Space

- County Future Land Use - March, 2006**
- Urban Commercial
- Urban Industrial
- Rural Residential 5 Acre
- Rural Residential 5 Acre Basic
- Urban High Density Residential
- Urban Medium Density Residential
- Urban Low Density Residential
- Public/Institutional

**Table 4-25E Alternative 6 Land Capacity, 2005 – 2025**

<b>Land Use Designation</b>	<b>CB</b>	<b>MU</b>	<b>MFL</b>	<b>SFH</b>	<b>Total</b>
Total Acres	30.1	66.8	88.1	193.4	378.4
Buildable Acres	28.7	63.3	79.1	190.6	361.7
Existing DU's	13	12	36	52	113
Existing Pop.	26	24	72	104	226
Existing Employees	0	0	0	0	0
Additional DU's	0	381	391	474	1246
Additional Pop.	0	1105	1134	948	3187
Additional Employees	207	275	0	0	482
Total DU's	13	393	427	526	1359
Total Population	26	1129	1206	1052	3413
Total Employees	207	275	0	0	482

### III. Housing & Employment Analysis

Existing and 2025 planned dwelling units, population, and employment figures are listed in Table 4-30.

**Table 4-30A Alternative 1 Housing and Employment, 2005 and 2025**

	<b>2005</b>	<b>2025</b>
Dwelling Units	113	1148
Population Estimate	226	2733
Employment Estimate	0	407

**Table 4-30B Alternative 2 Housing and Employment, 2005 and 2025**

	<b>2005</b>	<b>2025</b>
Dwelling Units	113	1291
Population Estimate	226	3147
Employment Estimate	0	256

**Table 4-30C Alternative 3 Housing and Employment, 2005 and 2025**

	<b>2005</b>	<b>2025</b>
Dwelling Units	113	933
Population Estimate	226	1927
Employment Estimate	0	268

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**Table 4-30D Alternative 4 Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	113	1282
Population Estimate	226	3214
Employment Estimate	0	462

**Table 4-30E Alternative 5 Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	113	1200
Population Estimate	226	2924
Employment Estimate	0	446

**Table 4-30F Alternative 6 Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	113	1359
Population Estimate	226	3413
Employment Estimate	0	482

Figure 4- (Insert pie chart of general land use composition of the neighborhood)

## IV. Transportation

### a. Street Inventory

Fortunately this planning area has multiple existing north-south arterial right of ways on the east side of the study area. The addition of new east-west collectors and completion of designated collectors will strengthen area circulation. Due to rather extensive wetland and stream systems in the Sunnyside neighborhood (Planning Area 3), Development of the area immediately west of the master plan did not include planning for through arterials (minor or collector). This places more urgency on development of a more effective circulation system on East Sunnyside/Whiskey Ridge to allow traffic to move through the community at least impact to individual neighborhoods and to serve area growth for future decades.

Many of the existing right of ways were developed as access to farms and rural homesites. The majority of the road network consists of rural roadway sections with weathered asphalt pavement, narrow gravel shoulders if any and ditches for storm water collection.

The area streets are identified and classified in Section III of the Planning Area 4 –East Sunnyside/Whiskey Ridge plan discussion.

### d. Existing Public Transportation Facilities and Services

There is no local bus service within the master plan area. Transit service for this area is provided by Community Transit. Closest transit service is provided by Route 221, which

provides service between QuilCeda and Lake Stevens traveling along SR 528 (64<sup>th</sup> Street NE) and Highway 9 along the east edge of the master plan area .

**e. Transportation Strategies and Issues**

Transportation Projects.

Primary transportation strategies and projects within the study area include the following:

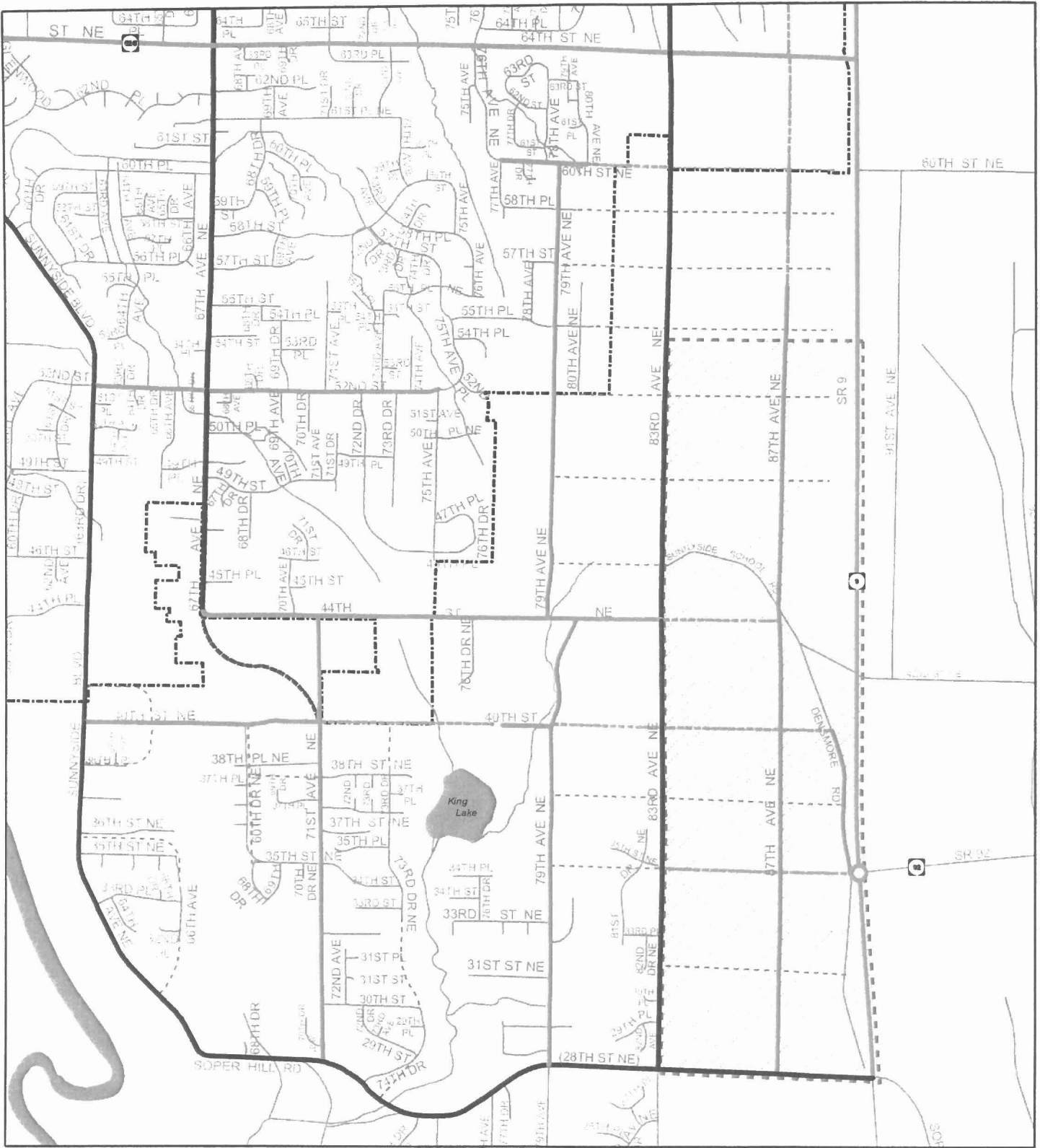
- 1) Intersection improvement on the west side of Highway 9 at SR 92 to provide for connection to Marysville. This connection is expected to provide alternative access from Sunnyside/Soper Hill Road to Highway 9.
- 2) Dedication and Construction of 35<sup>th</sup> Street NE extension from SR 92 and Hwy 9.
- 3) Dedication and Construction of 40<sup>th</sup> Street NE, an east-west collector arterial that will interconnect properties between Sunnyside Blvd and 87<sup>th</sup> Avenue NE.
- 4) Dedication and Construction of 67<sup>th</sup> Avenue NE extension between 44<sup>th</sup> Street NE and 40<sup>th</sup> Street NE.
- 5) Widening to 3 lanes and rebuild of Sunnyside Blvd between 52<sup>nd</sup> Street NE and Soper Hill Road.
- 6) Widening and frontage improvements for existing arterial streets within the study area, including 83<sup>rd</sup> Avenue NE, 87<sup>th</sup> Avenue NE.

The City will collect a secondary traffic impact fee to fund necessary road projects within the master plan area. Construction costs associated with these projects listed in Table 4-31 are creditable towards the master plan traffic impact fee, which applies as a secondary traffic impact fee within the master plan area.

Projects included in the secondary traffic impact fee are as follows:

**Table 4-31 Whiskey Ridge Master Plan Road Projects (subset of Planning Area 4 projects)**

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
SR 92 connection (87 <sup>th</sup> Avenue to SR 9)	Dedicate right of way and construct 5 lanes	Identified in Whiskey Ridge Master Plan for area circulation	City and Developer Frontage Improvements \$2,000,000
44 <sup>th</sup> Street(83 <sup>rd</sup> Avenue to Densmore Road)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	City and Developer Frontage Improvements \$3,700,000
40 <sup>th</sup> Street (connecting Sunnyside to Densmore Road).	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	City and Developer Frontage Improvements \$10,600,000
Densmore Road (40 <sup>th</sup> Street to SR 92)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Master Plan for area circulation	City and Developer Frontage Improvements \$1,000,000



City of Marysville

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**Whiskey Ridge Master Plan**  
**Arterial Functional Classifications**  
**and Street Connectors**

October 12, 2006

**ARTERIAL**

PRINCIPLE

MINOR

COLLECTOR

STREET

**CONNECTOR**

PRINCIPLE

MINOR

COLLECTOR

STREET



Master Plan Area

Marysville city limits

East Sunnyside Neighborhood



Transit Facilities and Services within the Neighborhood.

Due to the lack of existing transit service in the study area, the City should work with Community Transit to identify new opportunities for transit stops, shelters and routes to serve the area as it develops. Potential for additional stops may emerge at the intersection of SR 92 and Hwy 9 as Route 221 currently travels along Hwy 9.

Non-motorized System Improvements

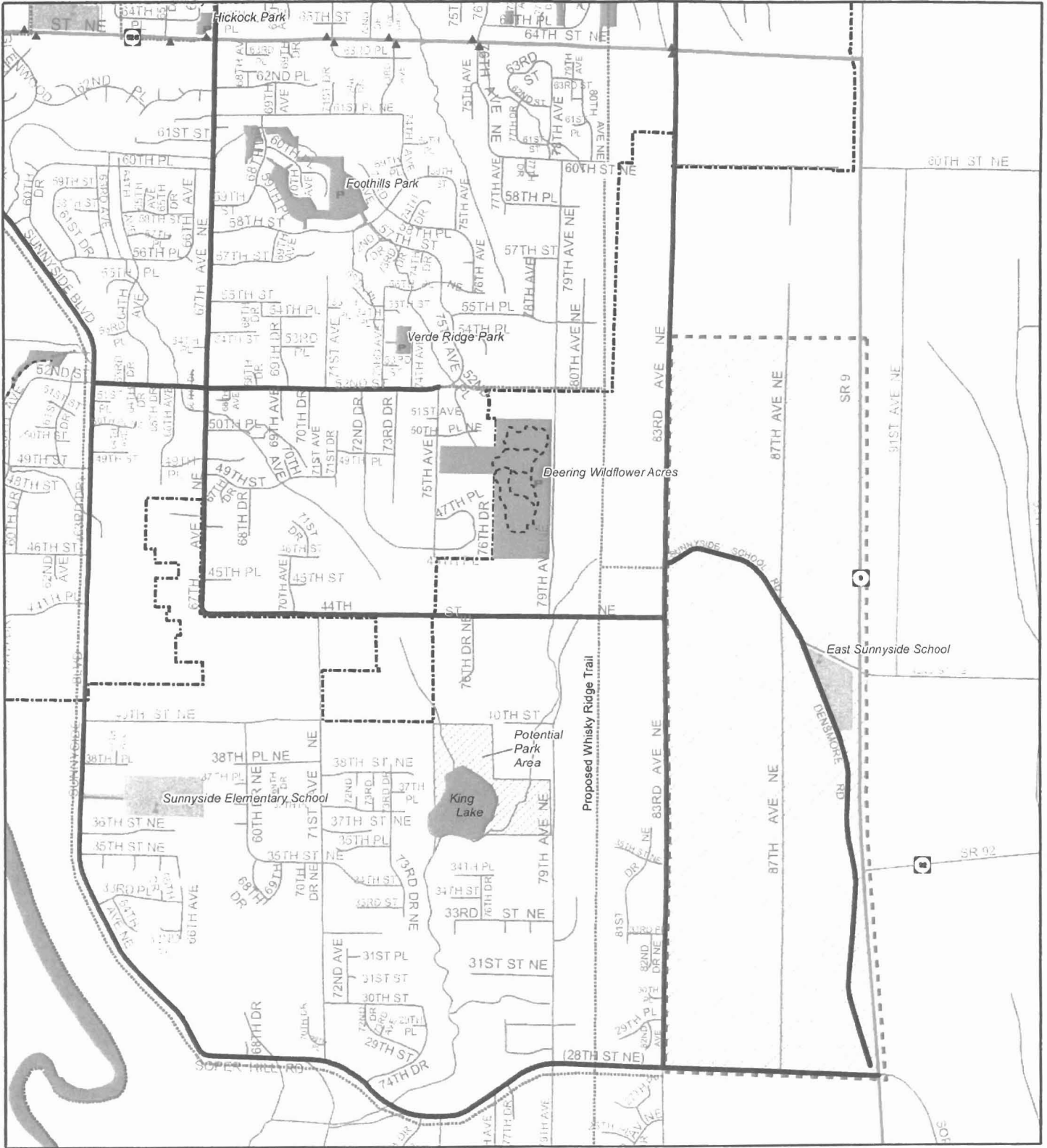
- 1) Sunnyside Boulevard – Soper Hill Road, 83<sup>rd</sup> Avenue, and 44<sup>th</sup> Street NE Bike Lanes. Bike lanes are proposed on Sunnyside Blvd to Soper Hill Road, 83<sup>rd</sup> Avenue NE, and 44<sup>th</sup> Street NE. .

Whiskey Ridge Trail. A separated multi-use trail is planned along the Puget Sound Energy (PSE) corridor west of 79<sup>th</sup> Avenue NE. While west of the master plan area, new developments should provide connectors to planned trails. Development of the trail is a transportation project within this subarea. The trail standard is included for reference and information in Appendix A of the Whiskey Ridge master plan, however it should be noted that this standard can be revised through the Engineering Design and Development Standards (EDDS) amendment procedure through subsequent action by the City. Arterial Streetscape

Densmore Road Trail (with connection to Whiskey Ridge trail). A separated multi-use trail is proposed as part of the collector arterial road standard.

Table 4-27 identifies streetscape arterials within this plan. The City shall provide standards for plantings and medians along these arterials, and provide for attractive pedestrian crossings at key intersection and gateways to the City. These standards are included for reference and information in Appendix A of the Whiskey Ridge master plan, however may be updated through the Engineering Design and Development Standards (EDDS) procedure through subsequent action by the City. Gateway treatments are proposed at Soper Hill Road/Hwy 9 and also at planned SR 92 connection/SR 9.

The identified standard is included for reference and information in Appendix A of the Whiskey Ridge master plan, however it should be noted that this standard can be revised through the Engineering Design and Development Standards (EDDS) amendment procedure through subsequent action by the City.



City of Marysville  
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**Whiskey Ridge Master Plan  
Parks, Routes, and Trails**

October 12, 2006



- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood
- Existing Trails
- Proposed Trails
- Schools
- Parks
- Community Transit Stops
- Community Transit Routes
- Proposed Bicycle EDSS 06
- Proposed Multi-uses EDSS 06

## V. Parks and Recreation

Existing and needed facilities are identified in Section IV of the East Sunnyside/Whiskey Ridge Planning Area 4 discussion. There are no active park facilities within the master plan or larger planning area 4 boundary. Needed facilities are as follows:

Additional public park sites should be provided to serve additional population anticipated in the master plan and subarea. Park facilities should include opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan		Dedication and construction of trails
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop active recreation facility
Community Open Space	East Sunnyside/Whiskey Ridge subarea boundary	10	Potential pond acquisition for natural area
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

An open space network with parks and bicycle, pedestrian and other non-motorized access shall be integrated into development of this area. The alignment, along the PSE easement, called the Whiskey Ridge trail would provide a linear park throughout the East Sunnyside/Whiskey Ridge subarea.

## VI. Environmental and Resource Management

### a. Surface Water

The master plan area is within three drainage basins. From north to south, the northwest corner is in the Allen/Munson Creek drainage basin draining to Ebey Slough; the northeast and east portion of the master plan area drains to Stephens Creek and Lake Stevens; the central and western part of the master plan includes King Creek and the Sunnyside basin draining to Ebey Slough, and the southeast portion includes Hulbert Creek, also in the Sunnyside basin.

### b. Stormwater Management

Various studies have been prepared for surface water management within these basins. One project was identified in the vicinity of the master plan by Snohomish County SWM in the County's 2001 Lake Stevens UGA Plan. The project ID is HUL4 on Figure 6-1 of the Plan. It is described as roadway flooding due to the culvert at 83<sup>rd</sup> Avenue NE. The proposed improvement is to replace the existing 12-in diameter culvert with a 30-in diameter culvert at a cost of \$23,000.

Regulatory controls for managing surface water with new development include adoption by the local jurisdiction of stringent storm water standards and critical areas regulations. To this end, the City of Marysville has adopted the latest edition of the Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The Ecology Manual sets forth requirements for water quality treatment, source control

for pollution-generating sites, and stormwater detention. Proposed new construction projects are required to obtain the City's approval for stormwater management plans before any construction begins. In addition, in early 2005 the City adopted updated requirements for critical areas protection using best available science in compliance with GMA requirements.

#### Recommended Stormwater Design Considerations

The following are some further recommendations for the design of stormwater facilities for the subarea plan:

- 1) Where depth to groundwater allows, stormwater infiltration is recommended
- 2) Minimize use of constructed facilities by utilizing low impact development techniques through site planning and development.
- 3) Provide aesthetic design of visible pond facilities. Facilities along arterial streetscape roadways should utilize ground-level open pond systems, as opposed to above ground construction of detention facilities that are visible from arterials. Facilities should be either natural looking ponds and swales or underground vaults. Where there is no alternative to above ground concrete block facilities, walls must be constructed to provide an aesthetically pleasing design or the facility must provide an additional landscaping setback from roadways to screen the facility from public view.
- 4) Provide adequate access for maintenance of drainage easements and detention ponds
- 5) Provide pretreatment and source control for all applicable land uses.

#### **c. Wetlands and Streams**

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. These regulations have been reviewed within the comprehensive plan and development regulations for best available science. No construction is permitted in these buffers except for low impact uses such as pedestrian trails, viewing platforms, utility lines, and certain stormwater management facilities such as grass-lined swales provided they do not have a negative effect on the stream or wetland.

## **VII. Public Services and Facilities**

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#### **a. Schools**

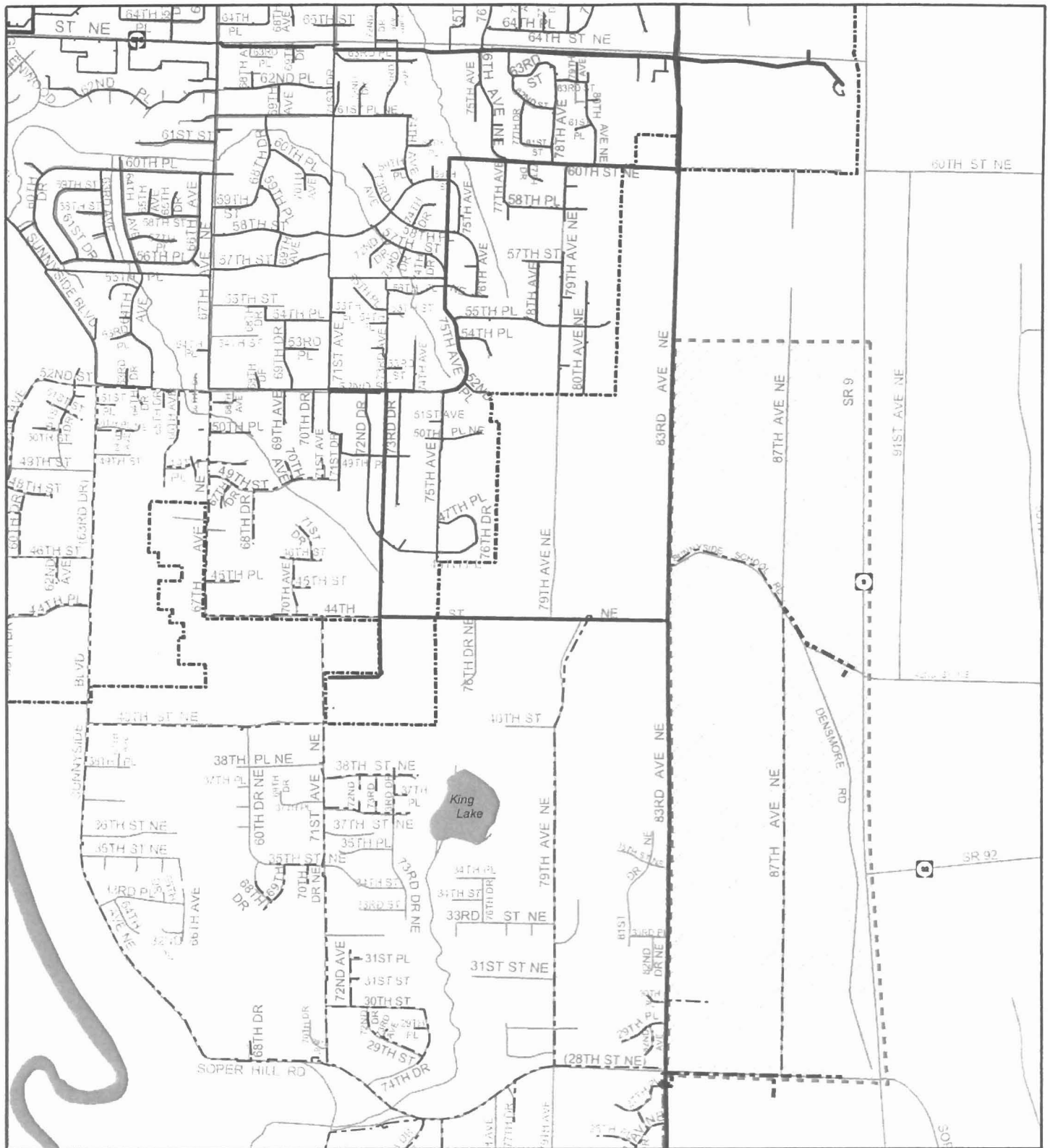
The Lake Stevens School District provides school services to the master plan area. The District owns property south of Sunnyside School Road, east of Densmore Road, and west of Highway 9. The site is used for the District's bus barn facility. The District has identified a need for an additional elementary school to serve this growing area. Elementary school sites are typically 11-15 acres.

#### **b. Water**

Snohomish County PUD #1 provides water service to this area. The City of Marysville is currently in negotiations with PUD to purchase their existing facilities.

#### **c. Sewer**

Sewer service to the Whiskey Ridge area will require sewer improvements as identified in the Whiskey Ridge Sewer Plan.



City of Marysville  
**DRAFT**  
**Whiskey Ridge Master Plan**  
**Water System**

October 12, 2006



1,000 500 Feet



Master Plan Area

Marysville city limits

East Sunnyside Neighborhood

**Water - PUD**

--- 10" and under

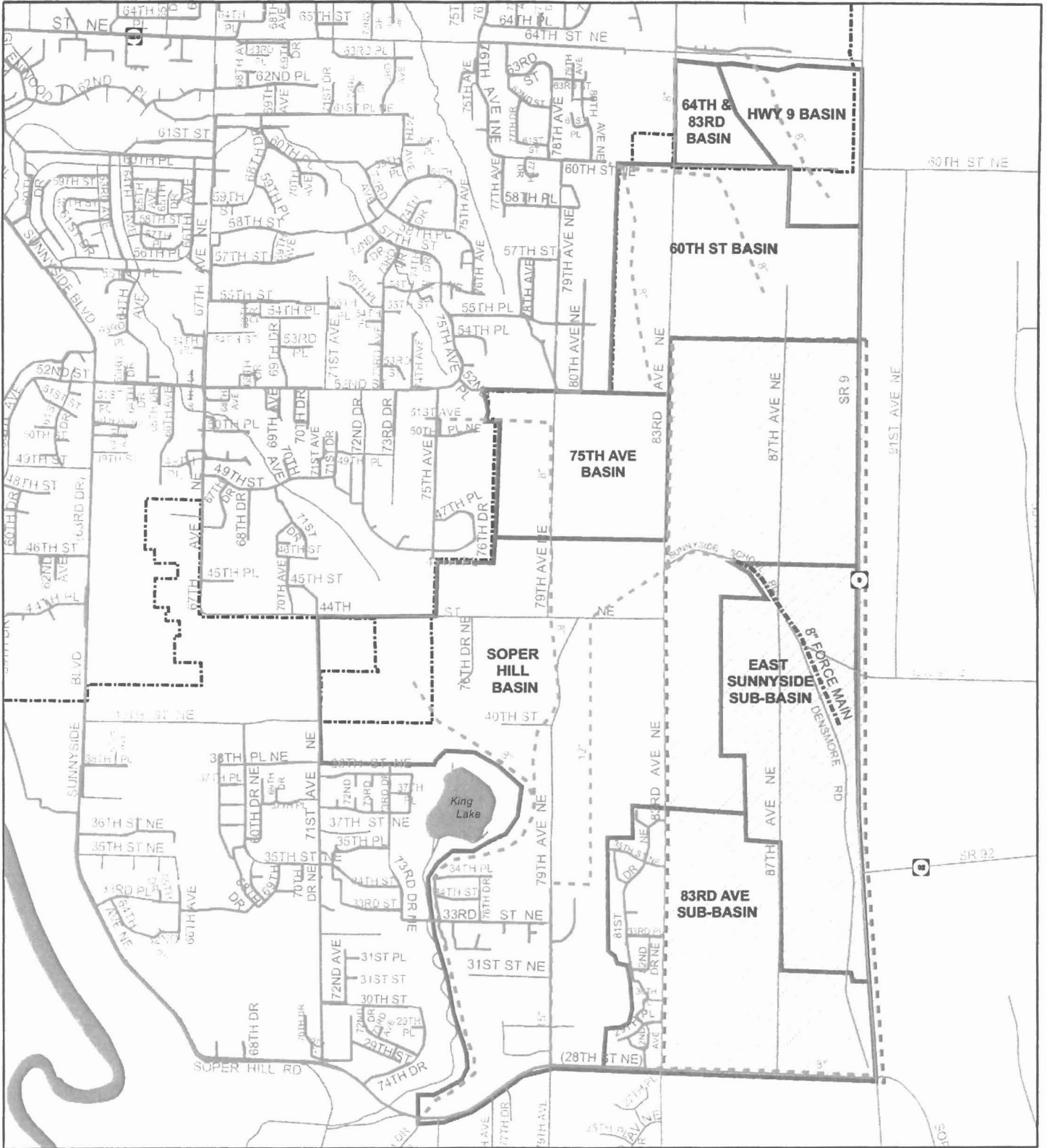
--- over 10"

**Water - Marysville**

--- 10" and under

--- over 10"












City of Marysville  
**DRAFT**  
**Whiskey Ridge Master Plan**  
**Whiskey Ridge Sewer Plan**

October 12, 2006



1,000 500 0 Feet



-  Master Plan Area
-  Marysville city limits
-  Existing Sewer Lines
-  Proposed Sewer Lines
-  East Sunnyside Neighborhood
-  GRAVITY
-  FORCE MAIN
-  Sewer Basins

**VIII. Development Strategies**

This plan includes a more specific subarea plan for the Whiskey Ridge master plan area that shall be the basis for review of development proposals. It includes a conceptual road plan, and open space and trail network as shown in Figure 4-. Street standards, including streetscape and improvement standards are herein incorporated.<sup>1</sup> All of the Key Concepts identified in the land use discussion of the master plan shall be enforced as regulatory controls on the development of land within the master plan. In the event of conflict with the City's development regulations, the master plan ordinance shall control.

In addition to the above development controls and requirements, the plan recommends the use of zones with a broader range of base density. This will allow for a mix of lot sizes, dependent on use of MMC 19.26, Residential Density Incentives.

The following density and dimensional controls shall apply:

**Whiskey Ridge Master Plan zones.**

**(1) Densities and Dimensions.**

	R-4.5	R-12 (15)	MU (16)	CB
Density: Dwelling unit/acre (6)	4 du/ac	6 du/ac (detached) 10 du/ac (attached)	12 du/ac	--
Maximum density: Dwelling unit/acre (1)	8	18 du/ac	18 du/ac	
Minimum street setback (3) (18)	20 ft (8)	20 ft	20 ft	None (19)
Minimum side yard setback (3)	5 ft (10)	10 ft (10)	None (20)	25 ft. (18)
Minimum rear yard setback (3)	20 ft	25 ft	None (20)	25 ft. (18)
Base height	30 ft	35 ft (4)	45 ft.	55 ft.
Maximum building coverage: Percentage (5)	40%	40%	-	-
Maximum impervious surface:	50%	70%	85%,75%	85%

<sup>1</sup>  
Referenced standards can be subsequently amended by the City utilizing the Engineering Design and Development Standards procedure for updates.

Percentage (5)			(22)	
Minimum lot area	5,000 sq. ft	-	None	None
Minimum lot area for duplexes (2)	7,200 sq. ft	-	-	-
Minimum lot width (3)	40 ft	70 ft	None	None
Minimum lot frontage on cul-de-sac, sharp curve, or panhandle (16)	20 ft	-	-	-
WCF height (17)	60 ft	60 ft	120 ft	120 ft

(2) Development Conditions.

1. a. The maximum density for multiple-family zones may be achieved only through the application of residential density incentive provisions outlined in Chapter 19.26 MMC.

b. The maximum net density for the single-family zones is the same as the base density; provided, that for PRD developments the maximum density may be increased by up to 20 percent only through the application of residential density incentive provisions outlined in Chapter 19.26 MMC.

2. The minimum lot sizes for duplexes apply to lots or parcels which existed on or before the effective date of the ordinance codified in this chapter. All new duplex lots created through the subdivision or short subdivision process shall be a minimum of 7,200 square feet in size, must include a "duplex disclosure," and comply with the density requirements of the comprehensive plan (six units per acre for the R-4.5 zone and eight units per acre for the R-6.5 and R-8 zones).

3. These standards may be modified under the provisions for zero lot line and townhome developments.

4. a. Height limits may be increased when portions of the structure which exceed the base height limit provide one additional foot of street and interior setback beyond the required setback for each foot above the base height limit; provided, that the maximum height may not exceed 60 feet.

b. Multiple-family developments, located outside of Planning Area 1, abutting or adjacent to areas zoned as single-family, or areas identified in the comprehensive plan as single-family, may have no more floors than the adjacent single-family dwellings, when single-family is the predominant adjacent land use.

5. Applies to each individual lot. Building coverage and impervious surface area standards for:

- a. Regional uses shall be established at the time of permit review; or
- b. Nonresidential uses in residential zones shall comply with MMC 19.12.200.

6. a. The densities listed for the single-family zones are maximum net densities.

b. Mobile home parks shall be allowed a maximum density of eight dwelling units per acre, unless located in the R-4.5 or R-6.5 zones, in which case they are limited to the density of the underlying zone.

7. The standards of the R-4.5 zone shall apply if a lot is less than 15,000 square feet in area.

8. On a case-by-case basis, the street setback may be reduced to 10 feet; provided, that at least 20 linear feet of driveway is provided between any garage, carport, or other fenced parking area and the street property line, or the lot takes access from an alley. The linear distance shall be measured in a straight line from the nearest point of the garage, carport or fenced area to the access point at the street property line. In the case of platted lots, no more than two consecutive lots may be reduced to 10 feet.

9. Residences shall have a setback of at least 50 feet from any property line if adjoining an agricultural zone either within or outside the city limits.

10. For townhomes or apartment developments, the setback shall be the greater of:

a. 20 feet along any property line abutting R-4.5 through R-8, and RU zones; or

b. The average setback of the R-4.5 through R-8 zoned single-family detached dwelling units from the common property line separating said dwelling units from the adjacent townhome or apartment development, provided the required setback applied to said development shall not exceed 60 feet. The setback shall be measured from said property line to the closest point of each single-family detached dwelling unit, excluding projections allowed per MMC 19.12.160 and accessory structures existing at the time the townhome or apartment development receives approval by the city.

11. On any lot over one acre in area, an additional five percent may be used for buildings related to agricultural or forestry practices.

12. The maximum building coverage shall be 10 percent where the lot is between 1.0 and 1.25 acres in area. The maximum shall be 15 percent where the lot is less than one acre in area.

13. The impervious surface area shall be:

a. Twenty percent when the lot is between 1.0 and 1.25 acres; and

b. Thirty-five percent when the lot is less than one acre in area.

14. Outside Planning Area 1, in the single-family high density zone, the small lot zone will be allowed through the PRD process with the minimum lot size being 5,000 square feet.

15. Single-family lots within the R-12-28 zones shall utilize the dimensional requirements of the R-8 zone, except the base density.

16. Provided that the front yard setback shall be established as the point at which the lot meets the minimum width requirements. On a case-by-case basis, the street setback may be reduced to the minimum of 20 feet; provided, that the portion of the structure closest to the street is part of the "living area," to avoid having the garage become the predominant feature on the lot.

17. Heights may be increased to 160 feet on nonresidential land uses in R zones, including publicly owned facilities, if co-location is provided.

Land Use Element  
4-24

Marysville Comprehensive Plan

18. A 25-foot setback only required on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.

19. Subject to sight distance review at driveways and street intersections.

20. A 20-foot setback is required for multifamily structures. A 20-foot setback is only required for commercial structures on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.

21. A 10-foot setback is only required for multiple-family structures on property lines adjoining single-family residentially designated property, otherwise the minimum setback is five feet.

22. The 85 percent impervious surface percentage applies to commercial developments, and the 75 percent rate applies to multiple-family developments.

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<sup>1</sup> Getting to Smart Growth: 100 Policies for Implementation, ICMA (International City/County Management Association).

Getting to Smart Growth II: 100 More Policies for Implementation, ICMA.

Best Development Practices: A Primer for Smart Growth, Reid Ewing.

Pedestrian-and Transit-Friendly Design: A Primer for Smart Growth, Reid Ewing.

Creating Great Neighborhoods: Density in Your Community, Local Government Commission in cooperation with U.S. EPA

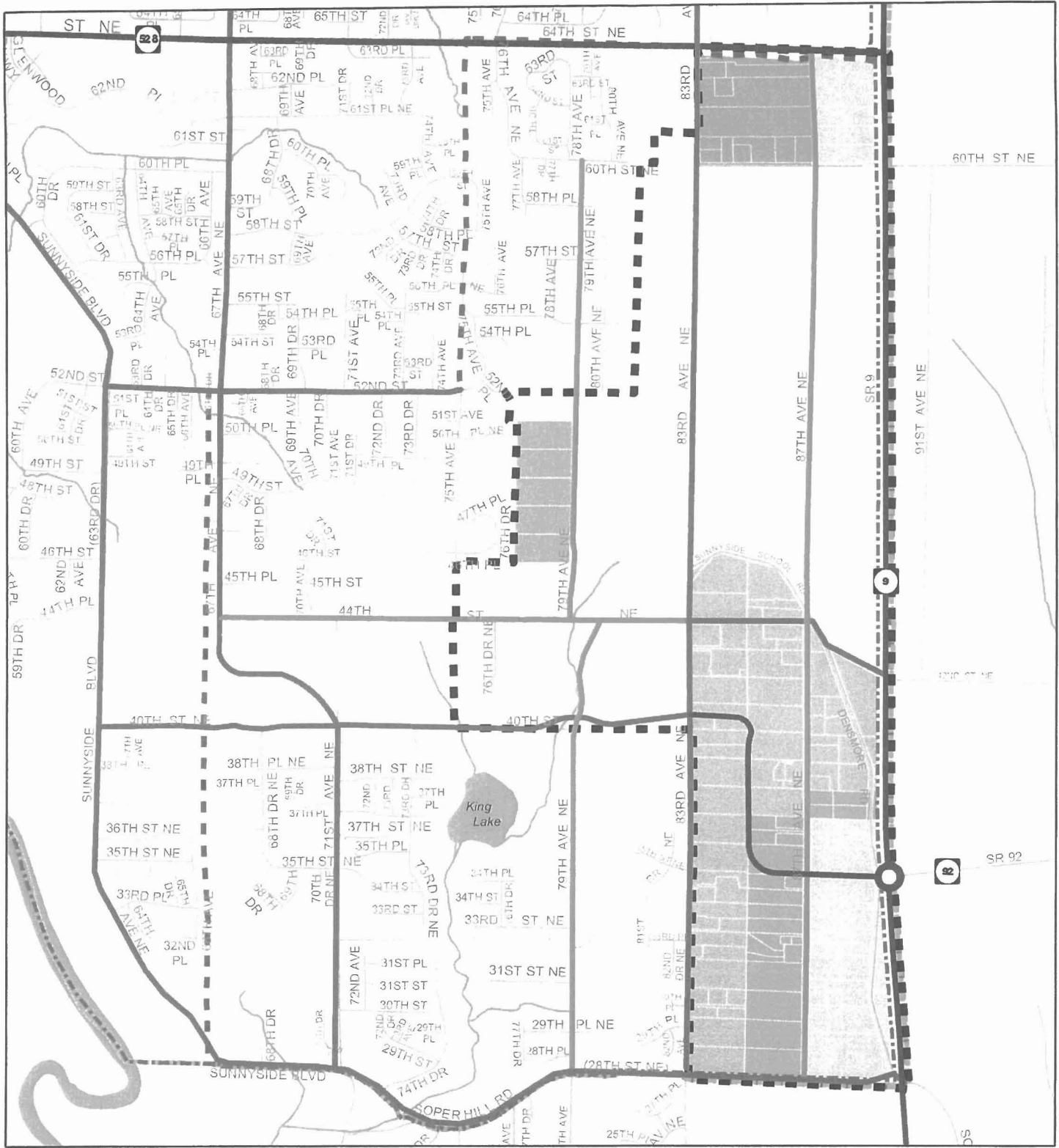
Density by Design-New Directions in Residential Development, Stephen Fader, ULI.

# **EAST SUNNYSIDE-WHISKEY RIDGE SUBAREA PLAN**

**City of Marysville  
Community Development Department  
December 9, 2006**

Draft Date 12/09/06

Page 1 of 29



**City of Marysville**  
**DRAFT**  
**Whiskey Ridge Master Plan**  
**Preferred Alternative**

December 6, 2006

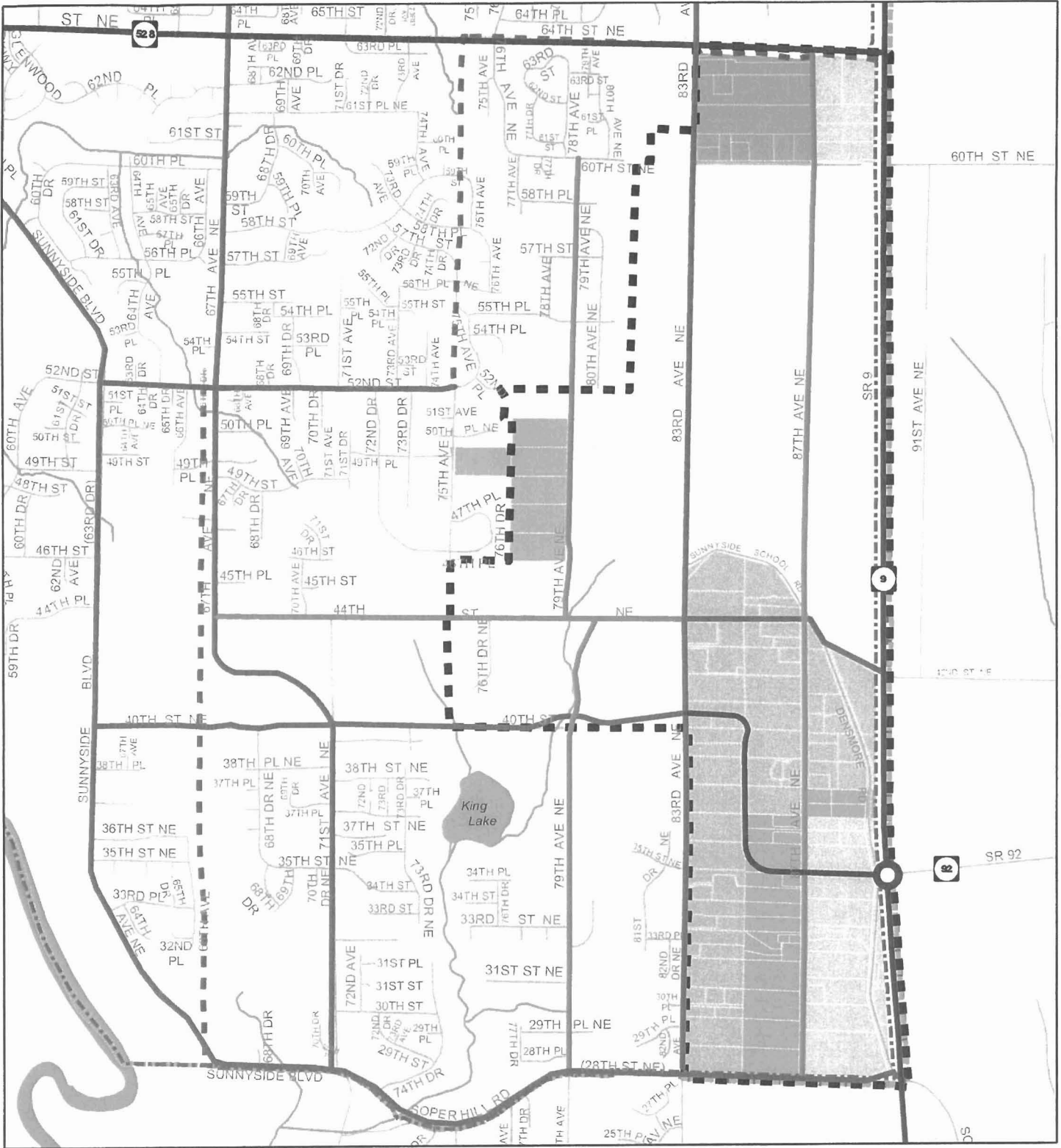


- Marysville City Limits
- Marysville Urban Growth Area
- East Sunnyside Neighborhood
- Master Plan Expansion Area
- Parcels

- Proposed Arterials
- PRINCIPLE
- MINOR
- COLLECTOR

- Preferred Alternative 120506
- Community Business
- Mixed Use
- Multi-Family Medium
- Multi-Family Low
- Single Family High
- Recreation

Note: Single Family High is R 4-8 inside Master Plan area and R 5-7 outside Master Plan area.



**City of Marysville**  
**DRAFT**  
**Whiskey Ridge Master Plan**  
 East Sunnyside Neighborhood  
**Preferred Alternative**



December 6, 2006



- Marysville City Limits
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  - Multi-Family Medium
  - Multi-Family Low
  - Single Family High
  - Recreation

Note: Single Family High is R 4-8 inside Master Plan area and R 5-7 outside Master Plan area.



## **PLANNING AREA #4: EAST SUNNYSIDE/WHISKEY RIDGE NEIGHBORHOOD**

This neighborhood is the southeasterly corner of Marysville. It is bounded by Soper Hill Road on the south, Highway 9 on the east, 64th Street NE/SR 528 on the north, 67<sup>th</sup> Avenue NE and 75h Avenue NE on the west, and 52nd Street NE. The East Sunnyside neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

A special study area has been designated within this neighborhood called the East Sunnyside/Whiskey Ridge subarea plan. The subarea plan follows the general planning area discussion for this neighborhood.

### **I. Land Uses**

The East Sunnyside/Whiskey Ridge neighborhood includes approximately 1595 acres.

#### **a. Residential**

Residential uses include high density single family and medium density single family uses. High density single family, permits duplexes outright.

#### **b. Commercial**

A potential Neighborhood Commercial location is at the intersection of 44th Street NE and 71st Avenue NE. Larger Community Commercial uses are located along Hwy 9, from the SR 92 south to Soper Hill Road. Mixed use commercial areas are also proposed along the west side of 83<sup>rd</sup> Avenue, serving as a transition use between adjoining Community Commercial and Multifamily land uses.

Table 4-25 details the land use distribution for this neighborhood under the preferred alternative.

**Table 4-25 East Sunnyside/Whiskey Ridge Neighborhood Land Capacity, 2005 – 2025**

<b>Land Use Designation</b>	<b>CB</b>	<b>MU</b>	<b>MFM</b>	<b>MFL</b>	<b>SFH</b>	<b>SFM</b>	<b>Rec</b>	<b>Total</b>
Total Acres	69	47.1	32.6	147.6	1138.6	111.9	28	1574.8
Builaible Acres	58.2	46.0	30.9	142.8	960.8	107.1	20.5	1366.3
Existing DU's	10	17	12	51	608	197	1	896
Existing Pop.	20	49	35	148	1216	394	2	1864
Existing Employees	0	0	0	0	0	0	0	0
Additional DU's	0	247	245	690	2512	108	0	3802
Additional Pop.	0	716	711	2001	5024	216	0	8668
Additional Employees	480	177	0	0	0	0	0	657
Total DU's	10	264	257	741	3120	305	1	4698
Total Population	20	766	745	2149	6240	610	2	10532
Total Employees	480	177	0	0	0	0	0	657

## II. Housing & Employment Analysis

Table 4-26 identifies existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-55 shows the general land use distribution for this neighborhood.

**Table 4-26 Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	896	4698
Multi Family DU's		1262
Single Family DU's		3245
Population Estimate	1864	10532
Employment Estimate	0	657

**Figure 4-55 East Sunnyside/Whiskey Ridge Neighborhood Land Use**

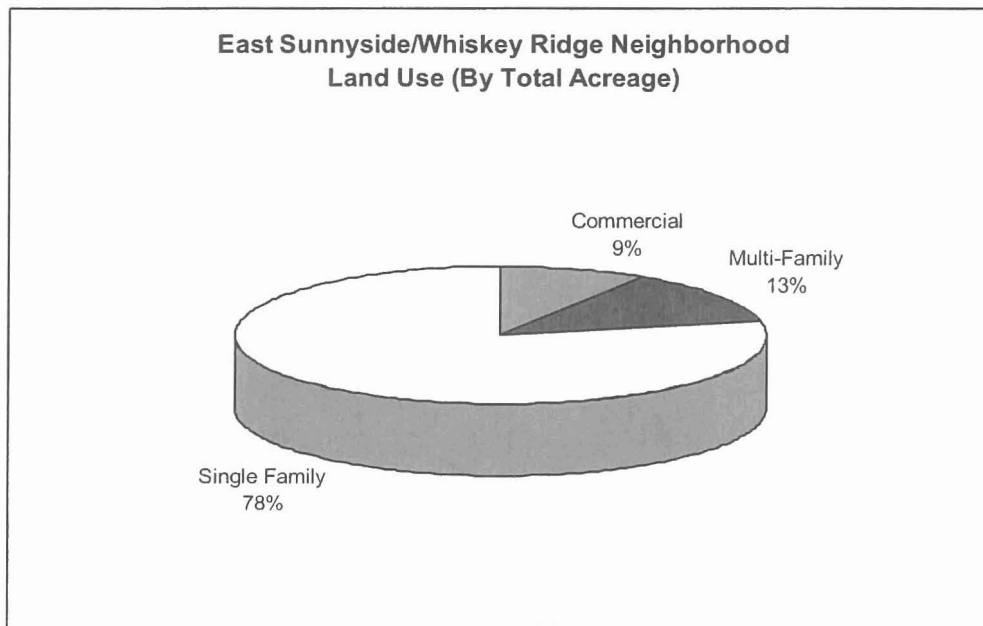


Table 4-26 and Figure 4-55 depict the future land use mix by acreage and dwelling units. The preferred alternative would produce a Multi-family to Single Family ratio of 72% single family and 28% multifamily unit distribution within the planning area. It is anticipated that the resulting single family may be higher than reflected in these figures, as developers may propose to construct single family units in multiple family zones.

### III. Transportation

#### a. Arterial Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-27.

**Table 4-27 East Sunnyside/Whiskey Ridge Neighborhood Streets and Classifications**

Street	Classification	Lanes	Description/Comment
64 <sup>th</sup> Street/SR 528	Principal Arterial 4 <sup>th</sup> Street to SR-9	5	Arterial Streetscape
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension)	Principal Arterial (83 <sup>rd</sup> Street to SR-9)	5	Arterial Streetscape
Sunnyside Blvd.	Minor Arterial (3 <sup>rd</sup> Street to Soper Hill Rd)	3	Arterial streetscape Bicycle lanes
Soper Hill Road	Minor Arterial (Sunnyside to SR-9)	3	Arterial streetscape Bicycle lanes
83 <sup>rd</sup> Avenue NE	Minor Arterial (64 <sup>th</sup> Street to Soper Hill Road)	3	Arterial Streetscape Bicycle lanes (parts)
67 <sup>th</sup> Avenue	Minor Arterial (64 <sup>th</sup> Street to 44 <sup>th</sup> Street)	3	Arterial streetscape Bicycle lanes
44 <sup>th</sup> Street	Minor Arterial (83 <sup>rd</sup> Avenue to SR-9)	3	Arterial Streetscape
52 <sup>nd</sup> Street NE	Collector Arterial (Sunnyside to 75 <sup>th</sup> Avenue)	2	Bicycle lanes
44 <sup>th</sup> Street	Collector Arterial (67 <sup>th</sup> Avenue to 83 <sup>rd</sup> Avenue)	2	Bicycle lanes
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension)	Collector Arterial (Sunnyside to 83 <sup>rd</sup> Avenue)	2	Arterial Streetscape
67 <sup>th</sup> /71 <sup>st</sup> Avenues	Minor Arterial (44 <sup>th</sup> Street to Soper Hill Road)	2	
44 <sup>th</sup> Street	Collector Arterial (Sunnyside to 83 <sup>rd</sup> Avenue)	2	
79 <sup>th</sup> Avenue	Collector Arterial (40 <sup>th</sup> Street to Soper Hill Road)	2	
87 <sup>th</sup> Avenue NE (Soper Hill to SR 528)	Collector Arterial	2	Arterial Streetscape Bicycle lanes (parts)

The appropriate standard for classified roads is included for reference and information in Appendix A of the Whiskey Ridge subarea plan, however it should be noted that this

Draft Date 12/09/06

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standard can be revised through the Engineering Design and Development Standards (EDDS) amendment procedure through subsequent action by the City.

### b. Arterial Street Facility Needs within the Neighborhood

Projects listed here are identified transportation needs within the subarea. Project descriptions, need, cost, funding and timing are identified in the Table 4-28.

**Table 4-28 East Sunnyside/Whiskey Ridge Major Road Projects**

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
SR 528 (83 <sup>rd</sup> Avenue to Hwy 9)	Widen to 5 lanes with an exclusive bicycle lane.	Capacity	WSDOT Developer Frontage Improvements
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension) from 83 <sup>rd</sup> Ave to SR-9	Dedicate right of way and construct 5 lanes	Identified in Whiskey Ridge Subarea Plan for area circulation	\$2,000,000 – City & Developer Frontage Improvements
Sunnyside Blvd. (52 <sup>nd</sup> Avenue NE to South City limits)	Widen to 3 lanes with an exclusive bicycle lane.	Recommended 6 year improvements	\$3,700,000 – 6 year plan, funding anticipated within 6 years from transportation revenues.
Soper Hill Road	Construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements
83 <sup>rd</sup> Avenue NE (64 <sup>th</sup> Street to Soper Hill Rd)	Dedicate additional right of way and Construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements
67 <sup>th</sup> Avenue (40 <sup>th</sup> St NE to 88 <sup>th</sup> St NE)	Dedicate additional right of way and Construct 8 foot shoulders lacking curb, gutter and sidewalk	Recommended 20 year improvements	\$300,000-6 year plan, funding anticipated within 6 years from transportation revenues.
44 <sup>th</sup> Street(connecting 67 <sup>th</sup> Ave NE to SR-9)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	\$3,700,000 City & Developer Frontage Improvements
40 <sup>th</sup> Street (connecting Sunnyside to 83 <sup>rd</sup> Avenue NE.	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	\$10,600,000 City & Developer Frontage Improvements
67 <sup>th</sup> /71 <sup>st</sup> Avenue NE (connecting 44 <sup>th</sup> Street NE and Soper Hill Road)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements

### c. Transit Facilities and Services

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64<sup>th</sup> Street (SR-528) connecting Lake Stevens to Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67<sup>th</sup> Street. Service is limited to the morning and afternoon commuter hours.

Draft Date 12/09/06

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Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64<sup>th</sup> Street, which limits effective coverage to East Sunnyside residents within 1,500 feet of 64<sup>th</sup> Street.

As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a collector or minor arterial street within the Whiskey Ridge community, such as 83<sup>rd</sup> Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following streets should include provisions for future bus routes as shown on **Figure 4-56**:

- Sunnyside Boulevard
- Soper Hill Road
- 40<sup>th</sup> / 35<sup>th</sup> Street / SR-92
- 83<sup>rd</sup> Avenue
- 67<sup>th</sup> / 71<sup>st</sup> Avenues

Assuming that bus routes will continue to operate on 64<sup>th</sup> Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on **Figure 4-56**.

#### **d. Non Motorized Facilities**

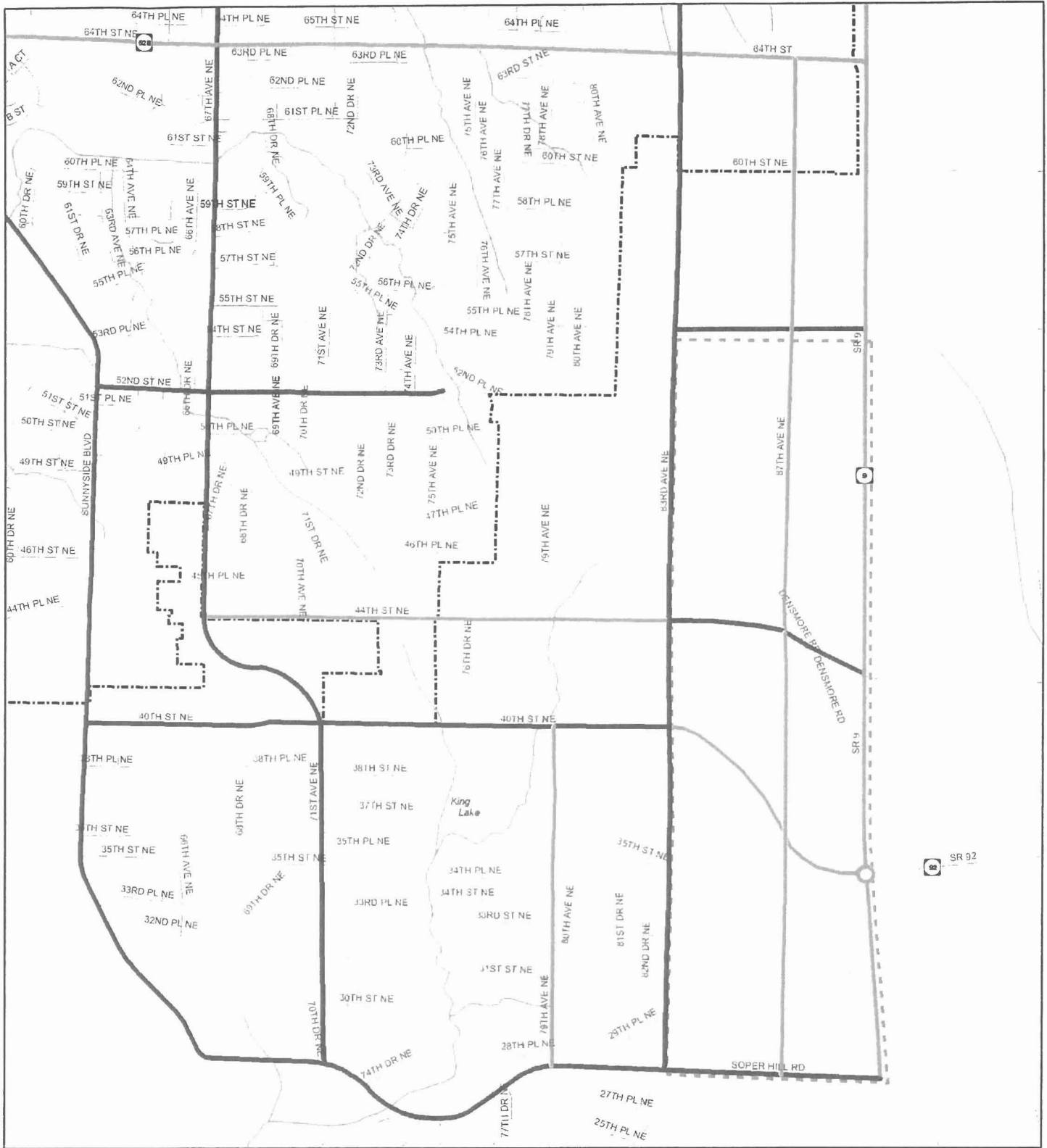
Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose trail is provided.

A network of trails and bike lanes is shown on **Figure 4-57**.

**Multi-purpose Trails** are recommended in the following corridors:

- **Densmore / Sunnyside School Road** right-of-way should be converted to a north-south trail or a local access road with a road-side trail.



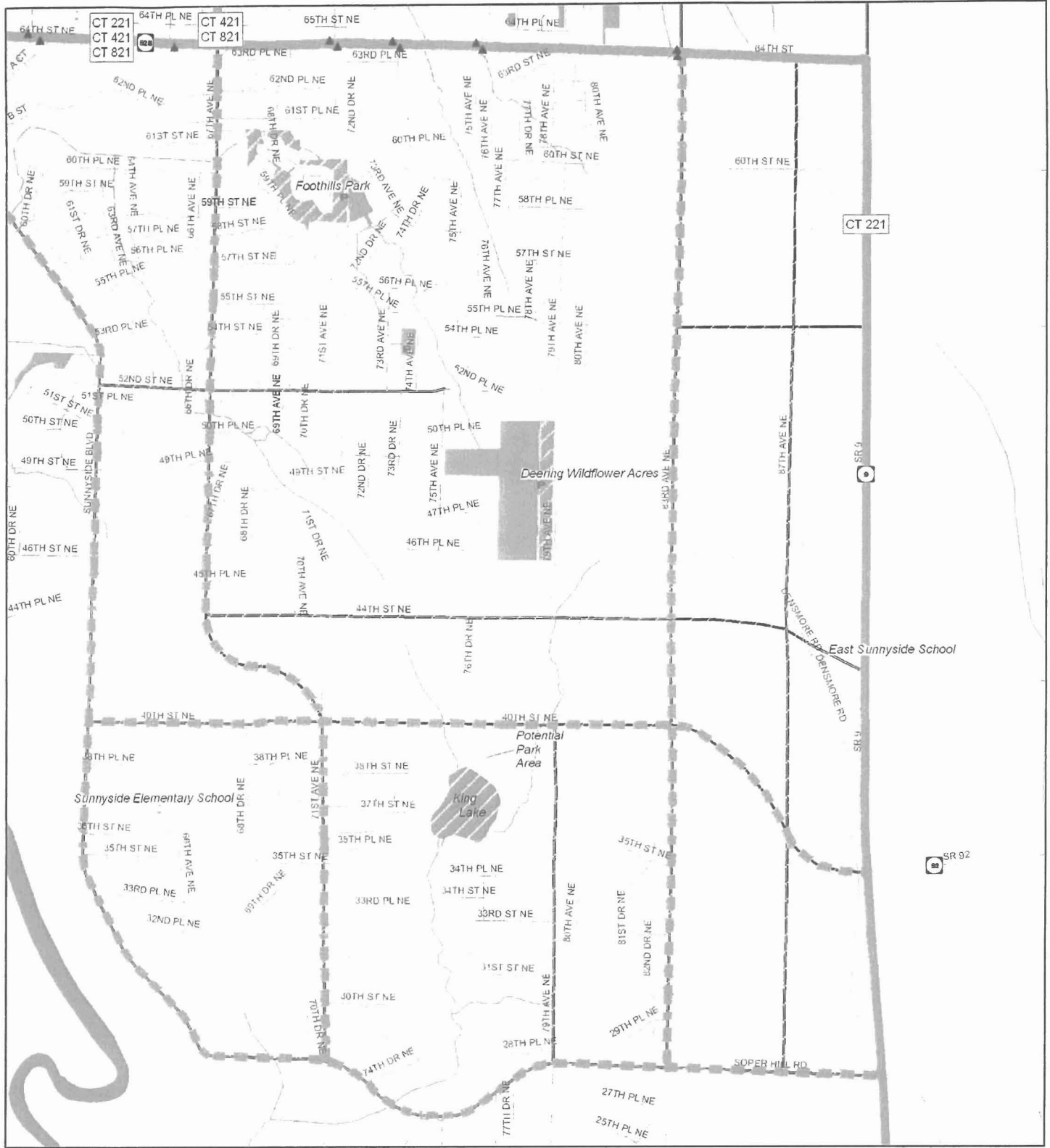
**City of Marysville**  
**Whiskey Ridge Master Plan**  
**Arterial Functional Classifications**

- ARTERIAL**
- PRINCIPAL
- MINOR
- COLLECTOR
- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood

December 8, 2006



Figure 2



City of Marysville

# Whiskey Ridge Master Plan Transit Service

December 8, 2006

- Marysville city limits
- Existing Community Transit Routes
- Schools
- Existing Community Transit Stops
- Parks
- Potential Transit Streets
- Potential Transit Service Coverage Area



1,000 500 0 Feet



Figure 3

- **A PSE Corridor** runs parallel and west of 79<sup>th</sup> Avenue from Soper Hill Road to 64<sup>th</sup> Street and beyond. Proposed as the Whiskey Ridge Trail it would provide excellent north-south connections to homes, parks, shops and bus routes
- **52<sup>nd</sup> Street** would provide an excellent east-west opportunity to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

**Bike Lanes** (or multi-use road-side trails) are recommended in the following corridors:

- **Sunnyside Boulevard / Soper Hill Road** corridor should include bike lanes and sidewalks or a multi-use road-side trail.
- **67<sup>th</sup> / 71<sup>st</sup> Avenues** from 64<sup>th</sup> Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side trail.
- **44<sup>th</sup> Street** could be a preferably route to 40<sup>th</sup> Street for bike lanes from 67<sup>th</sup> Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67<sup>th</sup> Avenue to Sunnyside Boulevard would be desirable.
- **54<sup>th</sup> Street/55<sup>th</sup> Place** could use bike lanes or a trail to provide continuity of the 52<sup>nd</sup> Street trail east to the Whiskey Ridge (PSE) Trail and SR-9.
- **87<sup>th</sup> Avenue** would be a preferable north-south route to 83<sup>rd</sup> Avenue for bike lanes or a multi-use road-side trail due to the proximity of 83<sup>rd</sup> Avenue to the potential Whiskey Ridge Trail. 87<sup>th</sup> Avenue would also provide continuity of the Densmore / Sunnyside School Trail.



#### **d. Transportation Strategies and Issues (Arterial Streets, Transit, and Non-motorized Facilities)**

##### Transportation Projects

A number of the projects listed above are unfunded. As a result, it will be especially important to work with property owners, citizens and outside agencies to explore opportunities for project financing. In many cases, along existing arterial right of way, developer frontage improvements will accomplish widening and construction of a full urban street standard. In other cases, a road improvement district (RID) may provide a mechanism for moving the projects forward. The subarea plan strategies for East Sunnyside/Whiskey Ridge also include recommendations for use of residential density incentives and creditable improvements (toward impact fees) to accomplish needed but unfunded projects within the immediate neighborhood.

The growth in Sunnyside is occurring at much higher rates here than in other parts of the city. Currently the minor and collector arterial system is developed to rural standards with site specific developer improvements along development frontage. This leaves many unimproved and discontinuous sections along major roads. Growth must be accompanied by improvements to these rural roads to provide urban level street, stormwater and sidewalk improvements. Increases in residential densities should only be proposed if transportation facilities can be enhanced by concurrent passage of an RID, impact fee assessments or other mechanisms to fund needed road improvements. The transportation element identified key transportation connections that must be provided with new development. It is essential that these connections occur with new development.

1) Sunnyside Boulevard has become a major thoroughfare for vehicles traveling to Interstate 5 and Everett as well as Highway 2 and Lake Stevens. Design costs for Sunnyside Boulevard, Third Street to 52<sup>nd</sup> Street NE, were moved to the 6 year transportation improvement program project list in 2006 as high growth within the subarea has increased traffic and urgency to construct an additional lane (3-lane section) and a bike path for bike and pedestrian travel.

2) Installation of the signal at 52<sup>nd</sup> Street NE & Sunnyside Boulevard (listed in Sunnyside Projects, Table 4-25) is a key priority for this area, as the intersection is currently below the accepted level of service.

3) 35<sup>th</sup>/40<sup>th</sup> Street (SR 92 Extension). The Whiskey Ridge subarea plan identified creation of a new road alignment at 40<sup>th</sup> Street/35<sup>th</sup> Street to SR-9. This proposed road would provide a connection to SR-9 at the intersection of SR-92. It would provide another east-west arterial other than Sunnyside Boulevard to serve the growing southwest portion of the Marysville UGA. It will likely alleviate the need to widen Sunnyside Blvd and Soper Hill Road, south of 52<sup>nd</sup> Street to 5 lanes, which would have affected many of the new developments and existing facilities along Sunnyside Blvd.

4) 67<sup>th</sup> Avenue/71<sup>st</sup> Avenue connection. Due to topographic, critical area, and County approved development patterns, 67<sup>th</sup> Avenue NE cannot be continued south as an arterial south of 44<sup>th</sup> Street NE. This significantly reduces the arterial system

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functionality for the southeast portion of the UGA. The City is recommending that 67<sup>th</sup> Avenue NE be connected to 71<sup>st</sup> Avenue NE between 40<sup>th</sup> Street NE and 44<sup>th</sup> Street NE to provide a southern connection for 67<sup>th</sup> Avenue NE to Soper Hill Road. This connection would also extend 67<sup>th</sup> Avenue NE to 40<sup>th</sup> Street NE, and also improve the intersection at 44<sup>th</sup> Street NE and 67<sup>th</sup> Avenue NE which is a 90 degree arterial turn.

5) Sunnyside Boulevard/Soper Hill Road Bike Lanes. Bike lanes are proposed on Sunnyside Boulevard to Soper Hill Road. This will provide a bicycle access route between Marysville and Lake Stevens.

6) 67<sup>th</sup> Avenue NE/71<sup>st</sup> Avenue Bicycle Lanes. A route is planned between Arlington to the north from SR 531 to 44<sup>th</sup> Street NE connecting to Sunnyside/Soper Hill Road. This would provide a bicycle route between Arlington/Marysville and Lake Stevens.

7) 44<sup>th</sup> Street NE Bicycle Lanes. This will provide a route between 67<sup>th</sup> Avenue to SR-9 and the Densmore/School Road Trail.

8) 83<sup>rd</sup>/87<sup>th</sup> Avenue NE Bicycle Lanes. Bike lanes would be constructed on 83<sup>rd</sup> Avenue, north of 44<sup>th</sup> Street NE and along 87<sup>th</sup> Avenue, south of 44<sup>th</sup> Street NE. This would also provide continuity of the Densmore / Sunnyside School Trail Bike lanes are planned from 88<sup>th</sup> Street NE extension to Soper Hill Road which will ultimately provide connection to the Centennial Trail to the north. This trail also provides connections to the towns of Arlington, Lake Stevens and Snohomish.

9) Whiskey Ridge (PSE) Trail. A proposed pedestrian/multi-purpose trail is proposed along the Puget Sound Energy transmission easement east of 79<sup>th</sup> Avenue NE. This trail will provide a separated walk path between the Getchell neighborhood and Southeast Marysville. This trail is planned to interconnect with the Centennial Trail. Additional interconnections should be planned from the Whiskey Ridge study area and new developments. Developments in Snohomish County were not consistently required to provide a recreation easement to the City of Marysville, therefore the southern portion of the trail should be rerouted south of 44<sup>th</sup> Street NE for future trail construction to provide a continuous route.

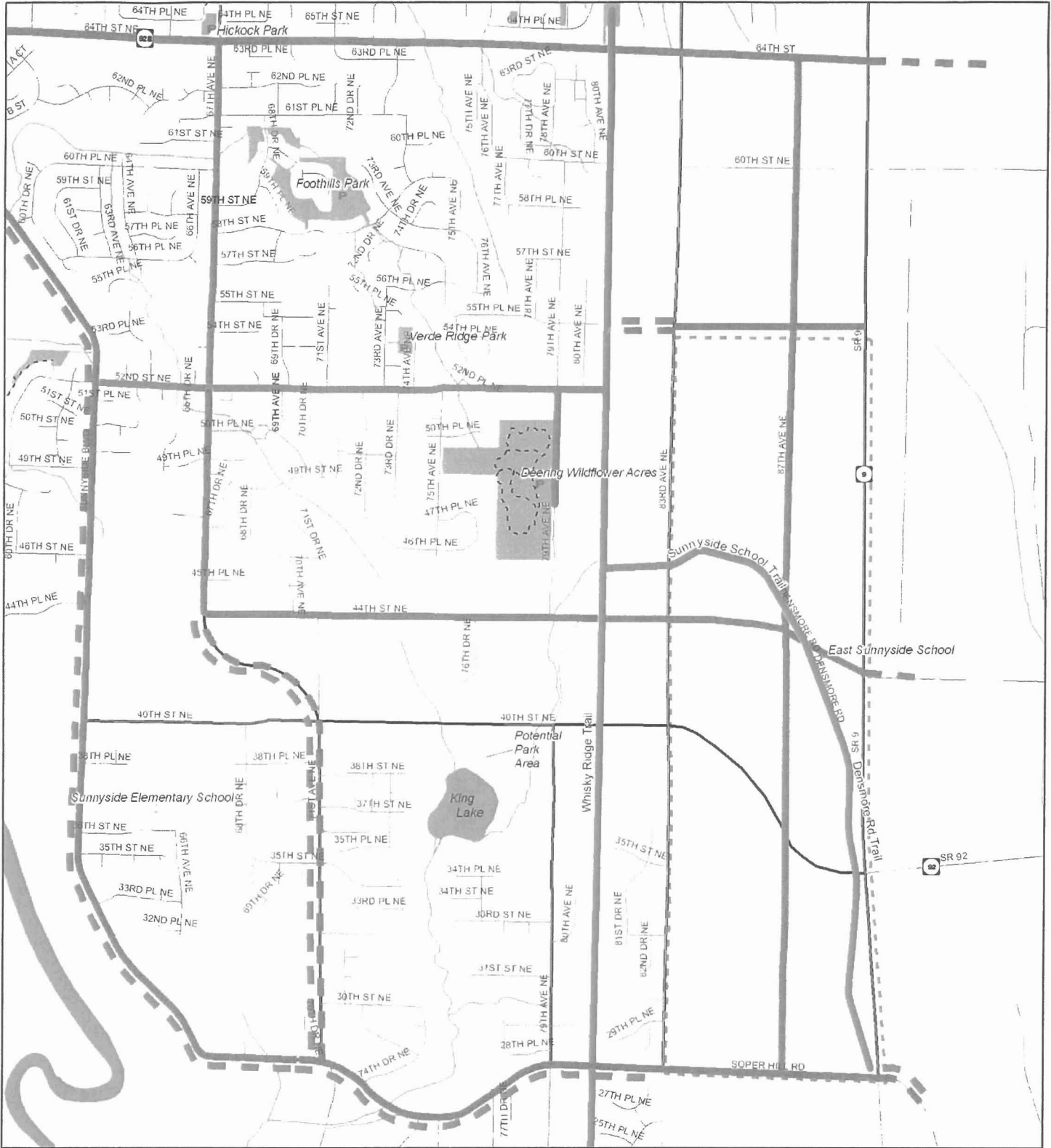
10) Densmore/Sunnyside School Road right of way. The plan proposes designation of a trail link at 44<sup>th</sup> Street to Densmore Road. Densmore Road should be converted to a local access road with a modified road standard with multi-use trail for bicycles and pedestrians. This would connect to planned sidewalks and bike lanes on Soper Hill Road.

11) 52<sup>nd</sup> Street NE. This collector arterial would provide an excellent east-west opportunity to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

12) 54<sup>th</sup> Street/55<sup>th</sup> Place could use bike lanes or a trail to provide continuity of the 52<sup>nd</sup> Street trail east to the Whiskey Ridge (PSE) trail and SR-9.

#### Arterial Streetscape and Gateway treatments

The majority of the principal, minor and collector arterials are identified as streetscape arterial within this plan. The City shall provide standards for plantings and medians along these arterials, and provide for attractive pedestrian crossings at key intersection



**City of Marysville**  
**Whiskey Ridge Master Plan**  
**Parks, Routes, and Trails**

December 8, 2006

- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood
- Multi-use Path/Trail
- Bicycle Lanes
- Schools
- Parks



Figure 4

and gateways to the City. The southern entrance to the City at Soper Hill Road and Highway 9 and the entrance at the proposed access at Hwy 92 and Hwy 9 is a designated gateway to the City and subject to the Gateway master plan for design and construction of a gateway treatment.

**IV. Parks and Recreation**

This planning area has two existing park sites, Deering Wildflower Acres and a potential site at the Sunnyside Wells Reservoir, as listed in Table 4-29. There is potential for a trail along the power line easement and also potential connection to the Centennial Trail as well as the Ebey Waterfront Trail. Figure 9-2 in the Parks and Recreation Element illustrates existing and proposed trail systems in the UGA.

**Table 4-29 East Sunnyside/Whiskey Ridge Neighborhood Park Facilities**

Park	Location	Size (acres)	Description
Deering Wildflower Acres	4708-79 <sup>th</sup> Avenue NE	30	This park offers trails, natural areas, a meeting room and caretaker's quarters.
Sunnyside Well site	40 <sup>th</sup> Street NE & 71 <sup>st</sup> Avenue NE	31	This site is undeveloped and owned by the Marysville utility fund. Planned uses include a fire station and new water reservoir.

Additional public park sites should be provided to serve additional population anticipated in this subarea. Park facilities should include opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan; Densmore Road multi-use trail		Dedication and construction of trails along PSE transmission line easement and along Densmore Road
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop
Community Open Space Park	East Sunnyside/Whiskey Ridge subarea plan	10+	Potential acquisition along King Creek
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

**VI. Public Services and Facilities**

**a. Schools**

Two school districts serve this neighborhood. The Marysville School District provides school service generally west of 75<sup>th</sup> Avenue NE and the Lake Stevens School District provides service east of 75<sup>th</sup> Avenue NE.

The Marysville School District has one planned elementary school proposed for this subarea. The District plans to construct the facility within the next 6 years. The site has been identified south of 44<sup>th</sup> Street NE, east of 71<sup>st</sup> Avenue NE.

Additional growth in the Lake Stevens School District is expected to result in need for an additional elementary school within the area. The Lake Stevens School District owns property south of Sunnyside School Road, east of 87<sup>th</sup> Avenue NE, which is used for their bus parking and maintenance facility.

School	Location	Size (acres)	Description
Marysville School District	44 <sup>th</sup> Street NE & 71 <sup>st</sup> Avenue NE	10	Planned elementary school.
Lake Stevens School District		10	Site to be identified.

**b. Water**

Figure 4-56 identifies water lines within the East Sunnyside/Whiskey Ridge neighborhood.

**c. Sewer**

Figure 4-57 identifies sewer lines within the East Sunnyside/Whiskey Ridge neighborhood.

**VII. Annexation and Development Strategies**

UGA expansions within this neighborhood are subject to a subarea plan for area development. The subarea plan is adopted as part of the 2006 subarea update. The subarea plan should result in a land use mix consistent with the city housing mix goals and reflect a variety of housing types and densities. Property within UGA expansion areas shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's subarea plan for the area.

## **WHISKEY RIDGE SUBAREA PLAN**

The subarea plan area is a subset of Planning Area 4. The preferred alternative recommends an expansion of the original subarea plan and is reflected in Figure . The expansion would result in a boundary of SR 528 on the north, Highway 9 on the east, and Soper Hill Road (28<sup>th</sup> Street NE) on the south and a westerly boundary generally west of 75<sup>th</sup> Avenue NE. The subarea plan study area includes the entirety of the East Sunnyside/Whiskey Ridge neighborhood area however, as the subarea plan includes an assessment of the surrounding area transportation and land uses with recommendations for additional modifications to zoning and development regulations for the entire neighborhood planning area. It is an area that forms the southeastern most edge of Marysville and is where the City abuts the city of Lake Stevens. This area provides a gateway into and out of Marysville and as a result, Marysville wishes to create a distinctive urban edge and facilitate the development of enduring and long- term neighborhoods for a growing community. Adoption of the subarea plan and accompanying development regulations will establish zoning for this area.

### **I. Background**

The City of Marysville included the Whiskey Ridge area in the 2005 City comprehensive plan update. The Whiskey Ridge subarea plan area was added to the Urban Growth Area by Snohomish County in February 2006. The area was annexed to the City of Marysville in December 2006.

### **II. Land Use**

The Whiskey Ridge subarea plan area covers 444 total gross acres. The preferred land use plan is shown in Figure 4-58. It is largely undeveloped and property is held in large predominately 10+ acre tracts. The development of the subarea plan is based on several guiding principles and a vision for creation of enduring neighborhoods. These principles are adapted from Smart Growth policies, existing City of Marysville comprehensive plan goals & policies, and input of community leaders and citizens through land use forums and discussions.

#### **Guiding Principles and Policies**

1. Mix Land Uses
2. Take Advantage of Compact Building Design
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Communities and Five-Minute Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Natural Beauty, and Critical Environmental Areas
7. Increase Densities in Appropriate Locations
8. Promote Higher Quality Density by Incentive Zoning
9. Connect People to Places
10. Create Opportunities for a Healthy Community with opportunities for Physical Activity
11. Create Great Places for People

Land Use Element  
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Marysville Comprehensive Plan

## Land Use Vision

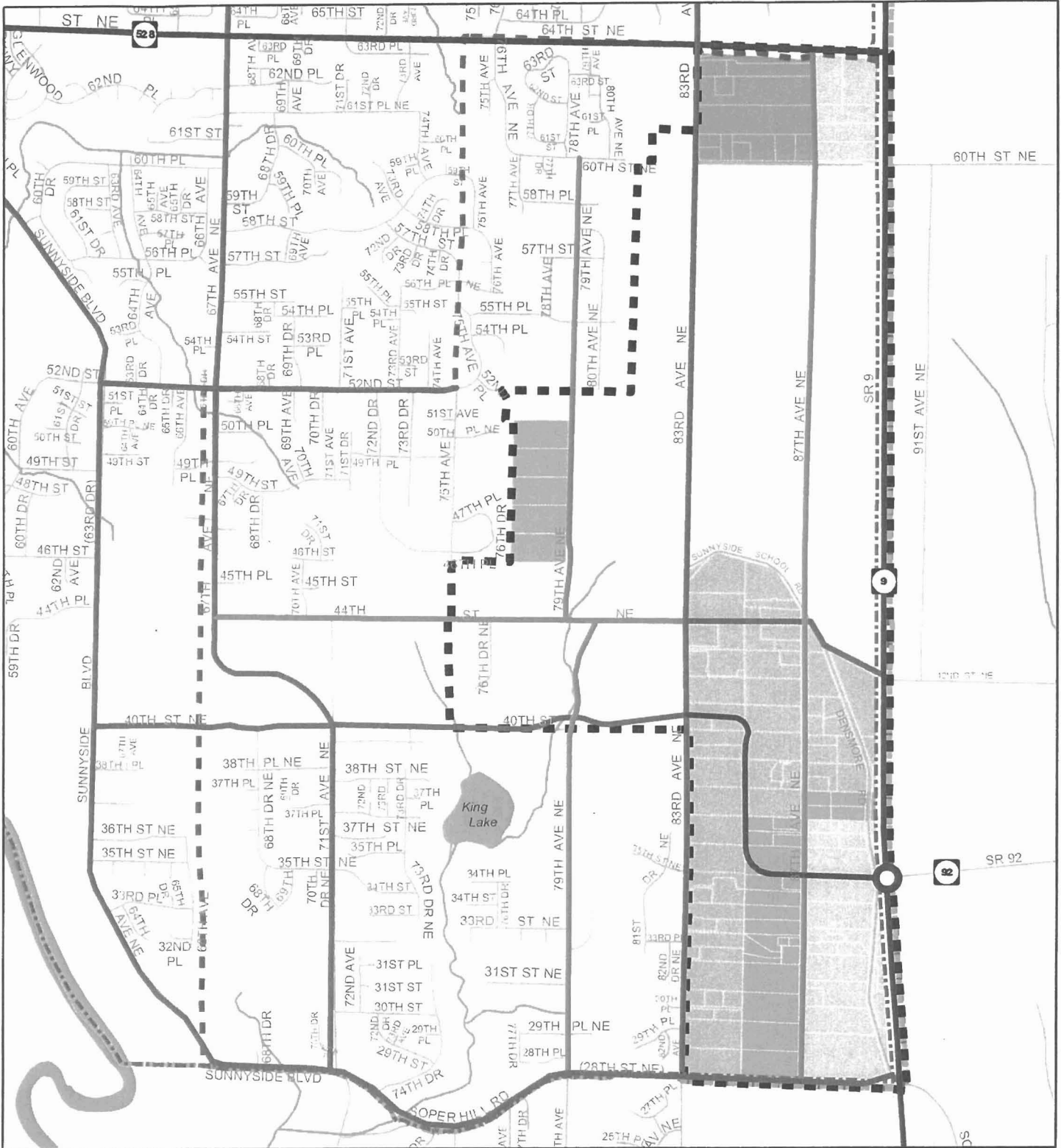
The vision for Whiskey Ridge is to create an urban community that provides an attractive gateway into Marysville and that becomes a prototype for developing neighborhoods within the City. Marysville included the Whiskey Ridge area within its comprehensive plan and required annexation of the community prior to development application or approval for the primary reason of wanting to exert land use control. Assignment of land uses and land use regulation provides the greatest tool for ensuring an area's long term vitality and productivity to the community at large. Marysville was interested in ensuring a land use mix within this area to balance the largely single family residential growth occurring throughout the Sunnyside area and also to ensure that new neighborhoods were created as long-term neighborhoods.

The intent of the subarea plan is to ensure that and growth contributes to the community and to creation of a long-term neighborhood. Certainly new development within the UGA provides additional housing, some of which will be affordable in keeping with GMA goals. New residential developments in the Whiskey Ridge area should provide address site planning to integrate with the surrounding planned developments as well as provide attractive internal layout. What this means is that new neighborhoods should enhance rather than diminish the surrounding area. This might occur through provision of transportation improvements that promote neighborhood walkability, population at a density to support transit and commercial services in the surrounding area, support of new facilities stretched by continuing population growth, retention of open space or parks within developing neighborhoods. As the area's natural open spaces decreases, the substitution of quality urban places should fill the gap. While recognizing the importance of affordability, this plan encourages an appropriate mix of housing types meeting a range of income levels. "Starter" neighborhoods for low-income and first-time homebuyers should be well-designed so that singles and families might choose to continue living in these neighborhoods even when their income levels might allow alternative housing options due to the attractive neighborhood setting and well-proportioned building design. In addition, the City should encourage neighborhoods representing a diverse range of lot and unit types that provide a maximum array of housing choices for Marysville residents. This includes apartments for families as well as singles and seniors, convalescent care, group housing and ranging from low to upper-income single family homes.

The Whiskey Ridge area provides a combination of beautiful westward views to the Snohomish river estuary, Everett and Sound, as well as steep hillsides, ravines, and woods. Within the greater area, there are creeks, wetlands and large ponds that will be preserved under critical areas ordinances and buffers. These provide larger tracts for protection of area habitat and wildlife. Some of these nature preserves could be acquired by nonprofit agencies or the City to provide access to the public for nature trails and passive recreation. The future will include full urban services, an active civic life for its residents built around distinct, strong residential neighborhoods, quality schools and other public buildings, convenient shopping and services, and areas of employment. Marysville is also committed to creation of a land use mix that provides both jobs and housing with commercial services in proximity the area's growing residential community throughout the Sunnyside (Planning Area 3) and East Sunnyside/Whiskey Ridge (Planning Area 4) neighborhoods. The urbanized Whiskey Ridge should have an outstanding system of public services and facilities, including schools, fire station, open spaces, active and passive recreation parks, trails,

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Marysville Comprehensive Plan



**City of Marysville**  
**DRAFT**  
**Whiskey Ridge Master Plan**  
**Preferred Alternative**

December 6, 2006



- |  |                              |  |                    |  |                              |
|--|------------------------------|--|--------------------|--|------------------------------|
|  | Marysville City Limits       |  | Proposed Arterials |  | Preferred Alternative 120506 |
|  | Marysville Urban Growth Area |  | PRINCIPLE          |  | Community Business           |
|  | East Sunnyside Neighborhood  |  | MINOR              |  | Mixed Use                    |
|  | Master Plan Expansion Area   |  | COLLECTOR          |  | Multi-Family Medium          |
|  | Parcels                      |  |                    |  | Multi-Family Low             |
|  |                              |  |                    |  | Single Family High           |
|  |                              |  |                    |  | Recreation                   |

Note: Single Family High is R 4-8 inside Master Plan area and R 5-7 outside Master Plan area.



commercial plazas, gateway features, and streetscape corridors. The sensitive environmental areas of Whiskey Ridge (wetlands, forested areas, streams) are incorporated into the urban design of the area. Streams are buffered and protected from direct urban runoff. Trails for pedestrian, bicycle and other non-motorized use are incorporated into open space planning and buffers, where appropriate. These sensitive areas remain in native plantings to provide water quality and quantity protection. Development regulations require identification and protection of significant stands of trees.

Shopping is concentrated around transportation corridors, specifically Highway 9. Accesses to shopping and employment areas are direct and efficient, capitalizing on the proximity to SR-9, SR-92, Soper Hill Road and SR528. Commercial areas emphasize pedestrian uses and have parking to the side of or in back of buildings. Commercial buildings relate to the street, and have features, such as plazas, windows on the street, distinctive entrances. Street cafes, street furniture, kiosks, and landscaping should provide attractive gathering places for area residents. Some small scale office and general services are located within neighborhoods providing convenient services such as daycare, medical/dental and personal care within the neighborhood.

Higher density housing takes the form of small lot single family attached and detached, providing new opportunities for homeownership. Multiple family apartments are well designed to integrate with adjoining single family areas. All higher density housing is located within a 1/4 mile of an open space, park and/or trail system. Arterials in the higher density section are designed as boulevards, with a center planting area to provide additional green space and safe crossing for pedestrians.

A variety of medium density detached housing opportunities fill in the spaces between the centers separated by boulevards, parks and/or trails. The community also has areas of mixed use, (housing, services and retail uses) which provide a place to live and work where one can walk or bike to homes, stores and services all located in a concentrated area. Mixed-use areas have a variety of public spaces, including village greens, public art spaces, street trees, furniture and plazas.

Urban level roads are provided in a hybrid system of strong minor and collector arterials and neighborhood access streets. Residential developments are developed with good access and circulation to the collector/arterial system but developed in individual neighborhood clusters of 60-80 units per cluster.

Urban level services include stormwater, roads, sewer and water. Stormwater systems are attractively designed so that the streets are not dominated by large concrete structures along the arterial frontage. Instead natural pond systems, underground vaults are used when feasible. If structures are placed along in view of public right of way, they are setback with substantial landscaping or construction is a decorative block wall with landscaping along the street frontage.

## **Conclusions**

The Whiskey Ridge subarea plan area should provide a more balanced residential and commercial land use mix. To date, the growth in this and the adjoining neighborhood has been predominately housing – single family housing. Future uses should include a blend of high and medium density single and low to medium density multiple family housing. The subarea plan also includes accompanying development regulations to implement the land use plan vision, goals, and policies. These include incentives for providing additional community features including capital improvements, gathering places, gateway monuments and other amenities to enhance the growing neighborhood.

**KEY CONCEPTS**

1. Ensure adequate public facilities are planned to serve the area. These facilities include:
  - a. Southeast Marysville Fire Station
  - b. Lake Stevens School District new elementary school
  - c. Neighborhood Parks -1-2 (1.5-5 acres)
  - d. Community Park – 1 (10+ acres)
  - e. Community Open Space – 1 (10+ acres)
  - f. Trails – Whiskey Ridge Trail and extensions through neighborhoods
2. Require that transportation impacts to this area are addressed through impact fees. Establish a secondary impact fee to support unfunded road projects needed for development within the subarea plan area.
3. Provide for commercial uses along Highway 9. These uses while visible from Highway 9, should provide a community orientation with four-sided architecture. Sites and buildings should be attractive from Highway 9, as well as adjoining public streets such as 87<sup>th</sup> Avenue NE and internal parking access.
4. Commercial uses at Highway 9 should provide for opportunities and building orientation towards surrounding neighborhoods. While visibility from Highway 9 may be important, the primary vehicle access and orientation should be from surrounding neighborhoods.
5. Collector and minor arterials should provide substantial landscaping in keeping with the arterial streetscape plans for each arterial.
6. A connection to Highway 9 at SR 92 should be provided to provide east-west connectivity between Sunnyside Boulevard and Hwy 9.
7. The planned SR92 connection should be constructed as a boulevard, with substantial landscaping and streetscape improvements between SR 9 and 87<sup>th</sup> Avenue NE.
8. Densmore Road should be considered for a modified road standard with wide multi-use trail for connection to the planned Whiskey Ridge trail to provide pedestrian and bicycle connectivity through Marysville, and promote pedestrian activity from the residential neighborhoods to the commercial center.
9. Plan Mixed use areas along Highway 9 adjacent to the commercial center.
10. Develop design standards and guidelines to upgrade the quality of neighborhoods.
11. Promote development of attractive streets by requiring consistent fencing, walls and landscaping along arterial street frontage.
12. Promote development of attractive streets by requiring stormwater systems along arterial streets to be natural pond systems, underground vaults, or set back with additional landscaping to screen visibility from roadways.
13. Provide for flexible zoning that allows for a mix of single family and multi-family uses within residential zones.
14. Use incentive zoning as a tool to encourage higher quality higher density development and physical improvements to the neighborhood.

Land Use Element  
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Marysville Comprehensive Plan

- 15. Residential uses along Highway 9 will be protected from impacts of highway noise, visibility and future widening by construction of a decorative concrete wall.
- 16. Power lines along arterial streetscape streets will be relocated underground to provide a clean visual line along the right of way frontage.
- 17. Create a gateway at Hwy 92 and SR 9 and at Soper Hill Road and SR9.

**LAND USE ALTERNATIVES AND RECOMMENDED PLAN**

Staff prepared six land use alternatives for analysis prior to recommending a preferred alternative. These alternatives reflected different transportation and land use concepts. The land use concepts were developed to coincide with the various transportation concepts under review. For instance, where a higher classification arterial is proposed, the land use was intensified along the connection.

The land use designations are also unique to the subarea plan, with density and dimensions for the residential zones defined in the plan. The zones are constructed using a base density as well as maximum density. The goal is to provide for a mix of lot sizes within a specified range and land use type. Within the single family zone, a base density of 4.5 du/acre is established by this plan. A maximum density of 8 du/acre is achievable utilizing MMC 19.26, Residential Density Incentives. This allows projects to provide additional on-site and off-site neighborhood amenities to attain a higher project density. It will also create a mix of lot sizes within each zones. Within the multifamily zone, a base density of 6 is established for single family detached units, and 10 du/acre for multifamily buildings. The zone allows a maximum density of 18 du/acre. Single family and multiple family units are allowed within multi-family zones. The Mixed Use zone has a base density of 12 du/acre and a maximum of 18 du/acre. The Mixed use zone allows multi-family developments, commercial uses, and mixed commercial/multi-family projects. Single family development is not permitted within the Mixed Use zone. The density and dimensions for each zone are described in Section VIII of this plan.

Following Planning Commission workshops, public open house, agency comment, and technical review of transportation issues, a preferred alternative was developed. The preferred alternative will implement the "Key Concepts" identified in this plan. Future development within the subarea plan will be required to meet the objectives of this plan and referenced standards.

Table 4-25 details the land use distribution for each alternative.

**Table 4-25 Preferred Alternative Land Capacity, 2005 – 2025**

Land Use Designation	CB	MU	MFM	MFL	SFH	REC	Total
Total Acres	69.0	47.1	32.6	174.6	428.5	23.3	748.1
Builaable Acres	58.2	46.0	30.9	142.8	378.6	16.9	673.5
Existing DU's	10	17	12	51	119	1	210
Existing Pop.	20	49	35	148	238	2	492
Existing Employees	0	0	0	0	0	0	0
Additional DU's	0	247	245	690	1064	0	2246
Additional Pop.	0	716	711	2001	2128	0	5556
Additional Employees	480	177	0	0	0	0	657

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Total DU's	10	264	257	741	1183	1	2456
Total Population	20	766	745	2149	2366	2	6048
Total Employees	480	177	0	0	0	0	657

Following workshops with the Planning Commission, public open house, and solicitation of public comment, Community Development staff is recommending a preferred alternative. The preferred alternative most closely resembles Alternative 4, of the initially identified six alternatives. The preferred alternative is shown in Figure 4-58.

### III. Housing & Employment Analysis

Existing and 2025 planned dwelling units, population, and employment figures are listed in Table 4-30.

**Table 4-30 Preferred Alternative Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	210	2456
Multi family DU's	-	1262
Single Family DU's	-	1183
Population Estimate	492	6048
Employment Estimate	0	657

**Figure 4-56 Whiskey Ridge Subarea Plan Land Use**

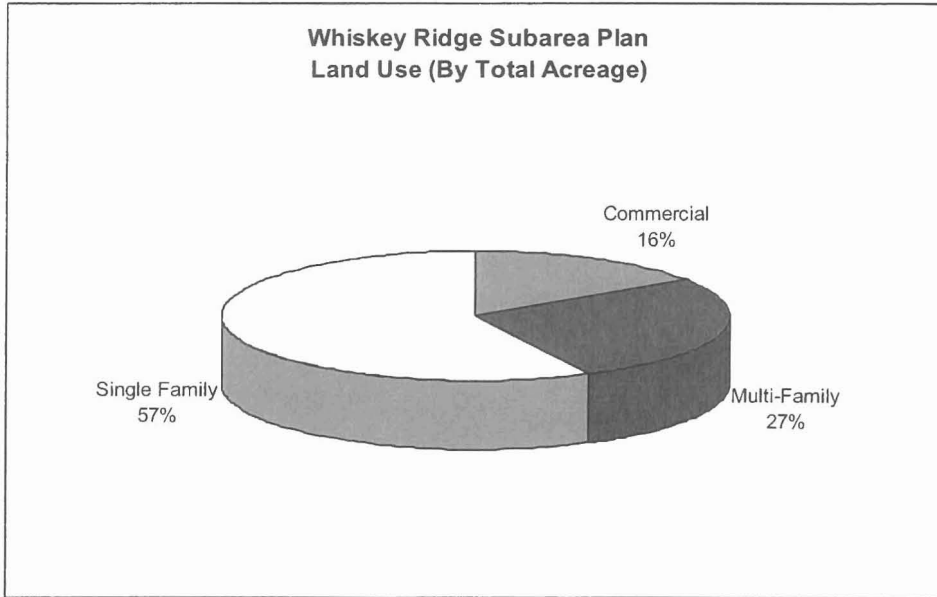


Table 4-30 and Figure 4-56 depict the future land use mix by acreage and dwelling units. The preferred alternative would produce a Multi-family to Single Family unit ratio of 48% single family and 52% multifamily unit distribution within the subarea plan. However, it is anticipated that the resulting single family unit distribution may be higher

than reflected in these figures, as developers may propose construction of single family units in multiple family zones.

#### IV. Transportation

##### a. Street Inventory

Fortunately this planning area has multiple existing north-south arterial right of ways on the east side of the study area. The addition of new east-west collectors and completion of designated collectors will strengthen area circulation. Due to rather extensive wetland and stream systems in the Sunnyside neighborhood (Planning Area 3), Development of the area immediately west of the subarea plan did not include planning for through arterials (minor or collector). This places more urgency on development of a more effective circulation system on East Sunnyside/Whiskey Ridge to allow traffic to move through the community at least impact to individual neighborhoods and to serve area growth for future decades.

Many of the existing right of ways were developed as access to farms and rural homesites. The majority of the road network consists of rural roadway sections with weathered asphalt pavement, narrow gravel shoulders if any and ditches for storm water collection.

The area streets are identified and classified in Section IIIa of the Planning Area 4 –East Sunnyside/Whiskey Ridge neighborhood summary. The following table identifies transportation segments addressed within the subarea plan.

	<b>From</b>	<b>To</b>	<b>Lanes</b>
<b>Principal Arterials</b>			
SR 528 (64 <sup>th</sup> St.)	4 <sup>th</sup> Street	SR-9	5
35 <sup>th</sup> / 40 <sup>th</sup> Street (SR92 extension)	83 <sup>rd</sup> Street	SR-9	5
<b>Minor Arterials</b>			
Sunnyside Boulevard	3 <sup>rd</sup> Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	
83 <sup>rd</sup> Avenue	64 <sup>th</sup> Street	Soper Hill Road	3
67 <sup>th</sup> Avenue	64 <sup>th</sup> Street	44 <sup>th</sup> Street	3
52 <sup>nd</sup> Street	Sunnyside	75 <sup>th</sup> Avenue	3
54 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
44 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
40 <sup>th</sup> Street	Sunnyside	83 <sup>rd</sup> Avenue	3
67 <sup>th</sup> / 71 <sup>st</sup> Avenues	44 <sup>th</sup> Street	Soper Hill Road	3
<b>Collector Arterials</b>			
44 <sup>th</sup> Street	67 <sup>th</sup> Avenue	83 <sup>rd</sup> Avenue	2
79 <sup>th</sup> Avenue (parts)	40 <sup>th</sup> Street	Soper Hill Road	2
87 <sup>th</sup> Avenue (parts)	64 <sup>th</sup> Street	Soper Hill Road	2

## b. Transit Facilities and Services

Transit facilities and services are described in Section IIIc of the Planning Area 4 East Sunnyside/Whiskey Ridge neighborhood summary. Recommendations from IIIc to provide transit routes along identified streets shall be implemented with this plan.

Identified streets should be designed to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following streets should include provisions for future bus routes as shown on **Figure 4-56**:

- Sunnyside Boulevard
- Soper Hill Road
- 40<sup>th</sup> / 35<sup>th</sup> Street / SR-92
- 83<sup>rd</sup> Avenue
- 67<sup>th</sup> / 71<sup>st</sup> Avenues

Assuming that bus routes will continue to operate on 64<sup>th</sup> Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on **Figure 4-56**.

## c. Transportation Strategies and Issues

This plan provides for a secondary impact fee to construct certain identified road projects. It also provides for the use of residential density incentives (RDI) to assist with construction of missing pedestrian and bicycle facilities within the community. New development is also required to construct frontage improvements (curb, gutter, sidewalks) along project frontage. The combination of these fees and regulatory mechanisms will provide necessary transportation facilities for proposed new construction.

### Transportation Projects.

Primary transportation strategies and projects within the study area include the following:

- 1) Intersection improvement on the west side of Highway 9 at SR 92 to provide for connection to Marysville. This road connection, 35<sup>th</sup>/40<sup>th</sup> Street (SR 92 extension) is expected to provide alternative access from Sunnyside Boulevard to Highway 9.
- 2) Dedication and Construction of 35<sup>th</sup> Street NE/40<sup>th</sup> Street extension from SR 92 and Hwy 9.
- 3) Dedication and Construction of 67<sup>th</sup> Avenue NE extension to 71<sup>st</sup> Avenue NE between 44<sup>th</sup> Street NE and 40<sup>th</sup> Street NE.

Land Use Element  
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Marysville Comprehensive Plan

- 4) Widening to 3 lanes and rebuild of Sunnyside Blvd between 52<sup>nd</sup> Street NE and Soper Hill Road.
- 5) Widening and frontage improvements for existing arterial streets within the study area, including 83<sup>rd</sup> Avenue NE, 87<sup>th</sup> Avenue NE.

The City will collect a secondary traffic impact fee to fund necessary road projects within the subarea plan area. Right of way and construction costs associated with these projects listed in Table 4-31 are creditable towards the subarea plan traffic impact fee, which applies as a secondary traffic impact fee within the subarea plan area. Right of way dedications for these arterials may be included in net project area.

Projects included in the secondary traffic impact fee are as follows:

**Table 4-31 Whiskey Ridge Subarea Plan Road Projects (subset of Planning Area 4 projects)**

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension between Sunnyside Blvd and SR-9).	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	City and Developer Frontage Improvements \$20,000,000
67 <sup>th</sup> Ave/71 <sup>st</sup> Avenue (between 44 <sup>th</sup> And 40 <sup>th</sup> Street NE)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	City and Developer Frontage Improvements \$2,400,000

The total project road improvement cost is \$22,400,000. Land uses within the subarea plan are projected to generate an additional 3426 PM peak hour trips by build-out.

The secondary impact fee has been calculated at \$5,837 per peak hour trip. Using the 47% applied discount that was reached in the City's transportation element for the original impact fee calculations, this results in a fee of \$3,094/PMPHT. This secondary impact fee applies to new development within the subarea plan area. New development is also subject to the city-wide impact fee amount of \$3175/PMPHT.

Transit Facilities and Services within the Neighborhood.

Due to the lack of existing transit service in the study area, the City should work with Community Transit to identify new opportunities for transit stops, shelters and routes to serve the area as it develops. Potential for additional routes and stops may emerge at the intersection of SR 92 and Hwy 9 as Route 221 currently travels along Hwy 9. In addition, streets identified as potential transit streets, Section IVc above, shall be designed to accommodate future bus routes.

Non-motorized System Improvements

Non-motorized facilities are described in Section IVd of the Planning Area 4 East Sunnyside/Whiskey Ridge neighborhood section. Recommended facility improvements including construction of bicycle lanes and multi-use trails shall be implemented with this plan during road design and development review.

## V. Parks and Recreation

Existing and needed facilities are identified in Section IV of the East Sunnyside/Whiskey Ridge Planning Area 4 discussion. There are no active park facilities within the subarea plan or larger planning area 4 boundary. Needed facilities are as follows:

Additional public park sites should be provided to serve additional population anticipated in the subarea plan and subarea. Park facilities should include opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan		Dedication and construction of trails
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop active recreation facility
Community Open Space	East Sunnyside/Whiskey Ridge subarea boundary	10	Potential pond acquisition for natural area
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

An open space network with parks and bicycle, pedestrian and other non-motorized access shall be integrated into development of this area. The alignment, along the PSE easement, called the Whiskey Ridge trail would provide a linear park throughout the East Sunnyside/Whiskey Ridge subarea.

## VI. Environmental and Resource Management

### a. Surface Water

The subarea plan area is within three drainage basins. From north to south, the northwest corner is in the Allen/Munson Creek drainage basin draining to Ebey Slough; the northeast and east portion of the subarea plan area drains to Stephens Creek and Lake Stevens; the central and western part of the subarea plan includes King Creek and the Sunnyside basin draining to Ebey Slough, and the southeast portion includes Hulbert Creek, also in the Sunnyside basin.

### b. Stormwater Management

Various studies have been prepared for surface water management within these basins. One project was identified in the vicinity of the subarea plan by Snohomish County SWM in the County's 2001 Lake Stevens UGA Plan. The project ID is HUL4 on Figure 6-1 of the Plan. It is described as roadway flooding due to the culvert at 83<sup>rd</sup> Avenue NE. The proposed improvement is to replace the existing 12-in diameter culvert with a 30-in diameter culvert at a cost of \$23,000.

Regulatory controls for managing surface water with new development include adoption by the local jurisdiction of stringent storm water standards and critical areas regulations. To this end, the City of Marysville has adopted the latest edition of the Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The Ecology Manual sets forth requirements for water quality treatment, source control for pollution-generating sites, and stormwater detention. Proposed new construction



projects are required to obtain the City's approval for stormwater management plans before any construction begins. In addition, in early 2005 the City adopted updated requirements for critical areas protection using best available science in compliance with GMA requirements.

#### Recommended Stormwater Design Considerations

The following are some further recommendations for the design of stormwater facilities for the subarea plan:

- 1) Where depth to groundwater allows, stormwater infiltration is recommended
- 2) Minimize use of constructed facilities by utilizing low impact development techniques through site planning and development.
- 3) Provide aesthetic design of visible pond facilities. Facilities along arterial streetscape roadways should utilize ground-level open pond systems, as opposed to above ground construction of detention facilities that are visible from arterials. Facilities should be either natural looking ponds and swales or underground vaults. Where there is no alternative to above ground concrete block facilities, walls must be constructed to provide an aesthetically pleasing design or the facility must provide an additional landscaping setback from roadways to screen the facility from public view.
- 4) Provide adequate access for maintenance of drainage easements and detention ponds
- 5) Provide pretreatment and source control for all applicable land uses.

#### **c. Wetlands and Streams**

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. These regulations have been reviewed within the comprehensive plan and development regulations for best available science. No construction is permitted in these buffers except for low impact uses such as pedestrian trails, viewing platforms, utility lines, and certain stormwater management facilities such as grass-lined swales provided they do not have a negative effect on the stream or wetland.

### **VII. Public Services and Facilities**

#### **a. Schools**

The Lake Stevens School District provides school services to the subarea plan area. The District owns property south of Sunnyside School Road, east of Densmore Road, and west of Highway 9. The site is used for the District's bus barn facility. The District has identified a need for an additional elementary school to serve this growing area. Elementary school sites are typically 11-15 acres.

#### **b. Water**

Snohomish County PUD #1 provides water service to this area. The City of Marysville is currently in negotiations with PUD to purchase their existing facilities.

#### **c. Sewer**

Sewer service to the Whiskey Ridge area will require sewer improvements as identified in the Whiskey Ridge Sewer Plan.

### **VIII. Development Strategies**

This plan includes a more specific subarea plan for the Whiskey Ridge subarea plan area that shall be the basis for review of development proposals. It includes a

conceptual road plan, and open space and trail network as shown in Figure 4-. Street standards, including streetscape and improvement standards are herein incorporated.

<sup>1</sup> All of the Key Concepts identified in the land use discussion of the subarea plan shall be enforced as regulatory controls on the development of land within the subarea plan. In the event of conflict with the City's development regulations, the subarea plan ordinance shall control.

In addition to the above development controls and requirements, the plan recommends the use of zones with a broader range of base density. This will allow for a mix of lot sizes, dependent on use of MMC 19.26, Residential Density Incentives.

The following density and dimensional controls shall apply:

**Whiskey Ridge Subarea Plan zones.**

**(1) Densities and Dimensions.**

	Single Family High, R4-8	Multi-Family, R6-18 (15)	Mixed Use MU (16)	CB
Density: Dwelling unit/acre (6)	4.5 du/ac	6 du/ac (detached single family) 10 du/ac (attached multi family)	12 du/ac	--
Maximum density: Dwelling unit/acre (1)	8	18 du/ac	18 du/ac	
Minimum street setback (3) (18)	20 ft (8)	20 ft (23)	20 ft (23)	None (19, 23)
Minimum side yard setback (3)	5 ft (10)	10 ft (10)	None (20)	25 ft. (18)
Minimum rear yard setback (3)	20 ft	25 ft	None (20)	25 ft. (18)
Base height	30 ft	35 ft (4)	45 ft.	55 ft.
Maximum building coverage: Percentage (5)	40%	40%	-	-

<sup>1</sup>  
Referenced standards can be subsequently amended by the City utilizing the Engineering Design and Development Standards procedure for updates.

Maximum impervious surface: Percentage (5)	50%	70%	85%,75% (22)	85%
Minimum lot area	5,000 sq. ft	-	None	None
Minimum lot area for duplexes (2)	7,200 sq. ft	-	-	-
Minimum lot width (3)	40 ft	70 ft	None	None
Minimum lot frontage on cul-de-sac, sharp curve, or panhandle (16)	20 ft	-	-	-
WCF height (17)	60 ft	60 ft	120 ft	120 ft

(2) Development Conditions.

1. a. The maximum density for may be achieved only through the application of residential density incentive provisions outlined in Chapter 19.26 MMC.

2. The minimum lot sizes for duplexes apply to lots or parcels which existed on or before the effective date of the ordinance codified in this chapter. All new duplex lots created through the subdivision or short subdivision process shall be a minimum of 7,200 square feet in size, must include a "duplex disclosure," and comply with the density requirements of the comprehensive plan (eight units per acre for the Single Family zone).

3. These standards may be modified under the provisions for zero lot line and townhome developments.

4. a. Height limits may be increased when portions of the structure which exceed the base height limit provide one additional foot of street and interior setback beyond the required setback for each foot above the base height limit; provided, that the maximum height may not exceed 60 feet.

b. Multiple-family developments, located outside of Planning Area 1, abutting or adjacent to areas zoned as single-family, or areas identified in the comprehensive plan as single-family, may have no more floors than the adjacent single-family dwellings, when single-family is the predominant adjacent land use.

5. Applies to each individual lot. Building coverage and impervious surface area standards for:

a. Regional uses shall be established at the time of permit review; or

b. Nonresidential uses in residential zones shall comply with MMC 19.12.200.

6. a. The densities listed for the single-family zones are net densities.

b. Mobile home parks shall be allowed a maximum density of eight dwelling units per acre, unless located in the SF, R-4.5 or R-6.5 zones, in which case they are limited to the density of the underlying zone.

7. The standards of the R-4.5 zone shall apply if a lot is less than 15,000 square feet in area.

8. On a case-by-case basis, the street setback may be reduced to 10 feet; provided, that at least 20 linear feet of driveway is provided between any garage, carport, or other fenced parking area and the street property line, or the lot takes access from an alley. The linear distance shall be measured in a straight line from the nearest point of the garage, carport or fenced area to the access point at the street property line. In the case of platted lots, no more than two consecutive lots may be reduced to 10 feet.

9. Residences shall have a setback of at least 50 feet from any property line if adjoining an agricultural zone either within or outside the city limits.

10. For townhomes or apartment developments, the setback shall be the greater of:

a. 20 feet along any property line abutting R-4.5 through R-8, and RU zones; or

b. The average setback of the R-4.5 through R-8 zoned single-family detached dwelling units from the common property line separating said dwelling units from the adjacent townhome or apartment development, provided the required setback applied to said development shall not exceed 60 feet. The setback shall be measured from said property line to the closest point of each single-family detached dwelling unit, excluding projections allowed per MMC 19.12.160 and accessory structures existing at the time the townhome or apartment development receives approval by the city.

11. On any lot over one acre in area, an additional five percent may be used for buildings related to agricultural or forestry practices.

12. The maximum building coverage shall be 10 percent where the lot is between 1.0 and 1.25 acres in area. The maximum shall be 15 percent where the lot is less than one acre in area.

13. The impervious surface area shall be:

a. Twenty percent when the lot is between 1.0 and 1.25 acres; and

b. Thirty-five percent when the lot is less than one acre in area.

14. Outside Planning Area 1, in the single-family high density zone, the small lot zone will be allowed through the PRD process with the minimum lot size being 5,000 square feet.

15. Single-family lots and units within the MF, R-12-28 zones shall utilize the dimensional requirements of the R-8 zone, except the base density.

16. Provided that the front yard setback shall be established as the point at which the lot meets the minimum width requirements. On a case-by-case basis, the street setback may be reduced to the minimum of 20 feet; provided, that the portion of the structure closest to the street is part of the "living area," to avoid having the garage become the predominant feature on the lot.

17. Heights may be increased to 160 feet on nonresidential land uses in R zones, including publicly owned facilities, if co-location is provided.

18. A 25-foot setback only required on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.

19. Subject to sight distance review at driveways and street intersections.
20. A 20-foot setback is required for multifamily structures. A 20-foot setback is only required for commercial structures on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.
21. A 10-foot setback is only required for multiple-family structures on property lines adjoining single-family residentially designated property, otherwise the minimum setback is five feet.
22. The 85 percent impervious surface percentage applies to commercial developments, and the 75 percent rate applies to multiple-family developments.
23. Required landscaping setbacks for developments on the north side of Soper Hill Road are 25 feet from edge of sidewalk.

Land Use Element  
4- 27

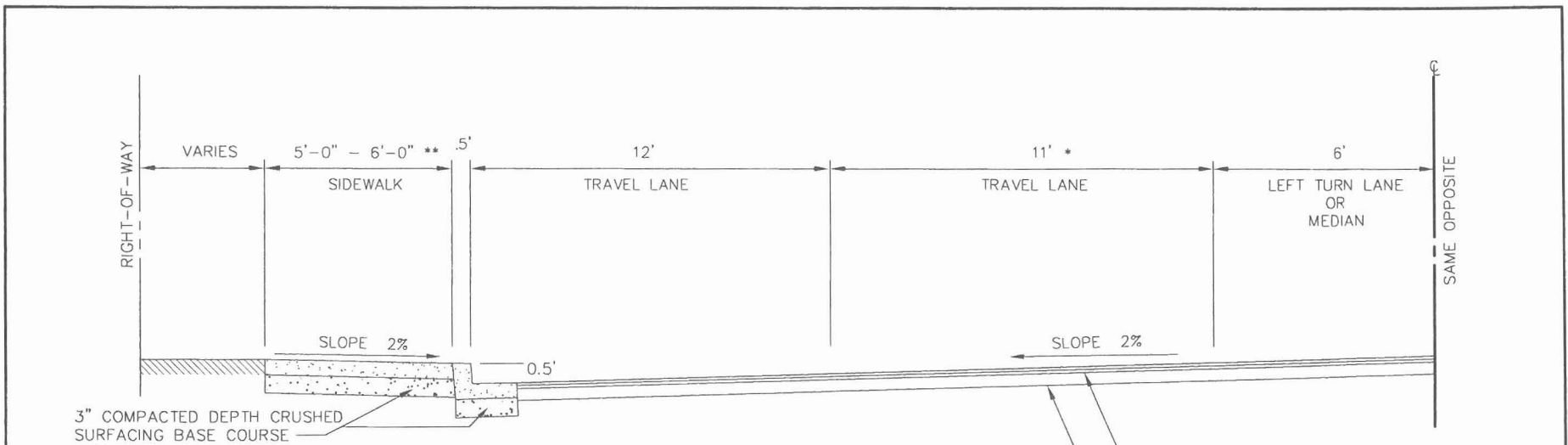
Marysville Comprehensive Plan

EXHIBIT A

Engineering Design and Development Standards for Area Roads and Multi-Use Trails

Land Use Element  
4-28

Marysville Comprehensive Plan



NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. ARTERIAL STREETS DESIGNATED AS A STREETScape ROUTE SHALL PROVIDE PLANTER STRIP. SEE APPENDIX B.
7. A MINIMUM SEVEN FOOT SIDEWALK SHALL BE USED IN THE DOWNTOWN CENTRAL BUSINESS DISTRICT.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

\* SEE APPENDIX B FOR NUMBER OF LANES AND RIGHT-OF-WAY WIDTHS  
 \*\* 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

APPROVED BY \_\_\_\_\_

MARYSVILLE CITY ENGINEER

DATE \_\_\_\_\_

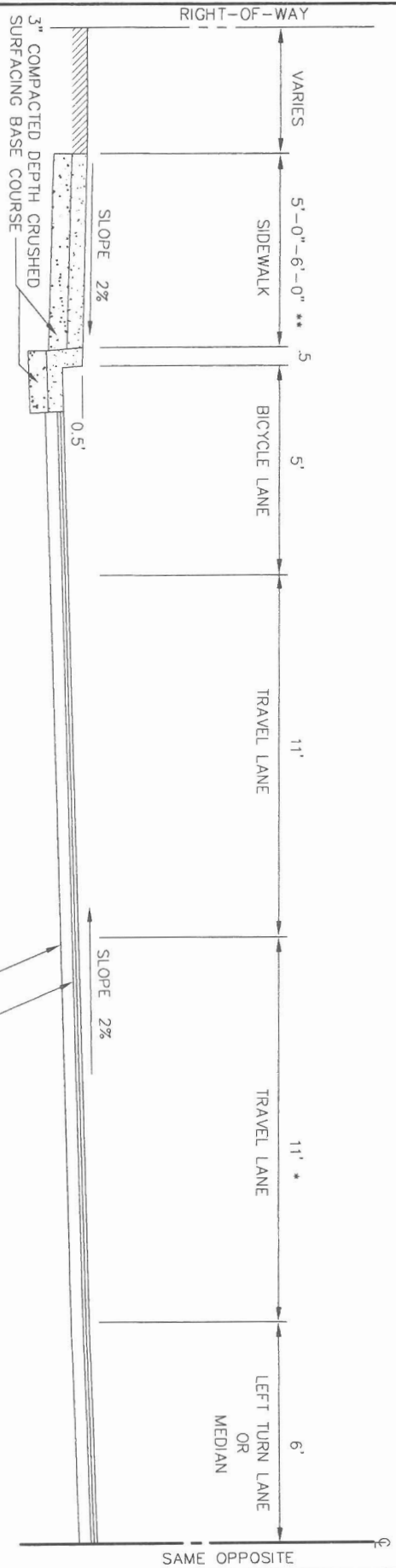


**PRINCIPAL & MINOR  
 ARTERIAL**

COMBINED CURB,  
 GUTTER  
 & SIDEWALK

STANDARD PLAN 3-201-001

LAST REVISED 10/04/06



**NOTES**

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. ARTERIAL STREETS DESIGNATED AS A STREETSCAPE ROUTE SHALL PROVIDE PLANTER STRIP. SEE APPENDIX B.
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9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS

\* SEE APPENDIX B FOR NUMBER OF LANES AND RIGHT-OF-WAY WIDTHS

\*\* 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

MINIMUM 3" COMPACTED DEPTH CLASS B ASPHALT CONCRETE

MINIMUM 6" COMPACTED DEPTH ASPHALT TREATED BASE COURSE (A.T.B.)

APPROVED BY  
MARYSVILLE CITY ENGINEER

DATE

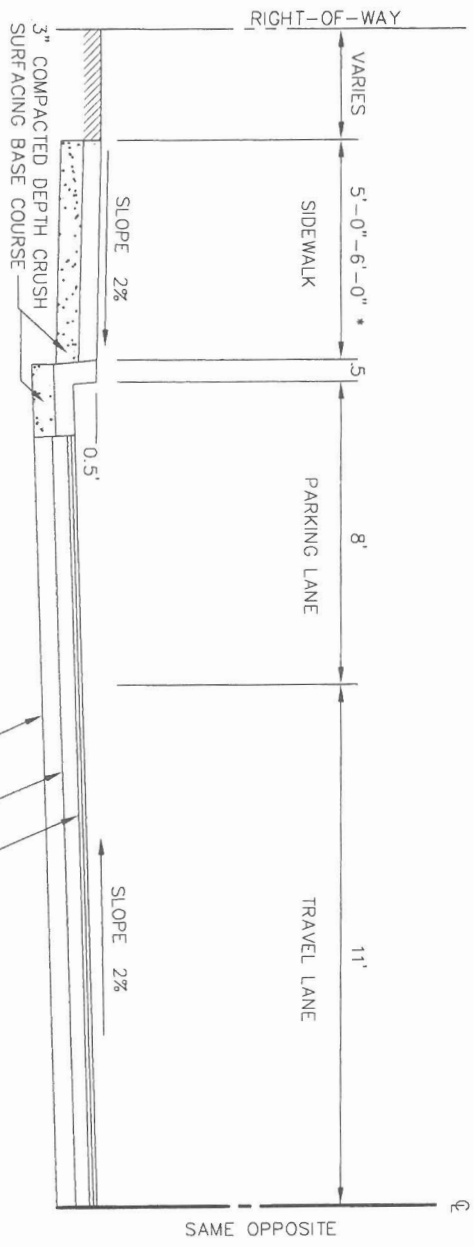
**PRINCIPAL & MINOR ARTERIAL**  
BICYCLE CONFIGURATION



LAST REVISED 10/03/06

STANDARD PLAN 3-201-002





NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. A 12' TRAVEL LANE AND ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER
7. A COMMERCIAL AND INDUSTRIAL ACCESS APPLICATION MAY REQUIRE A SEVEN FOOT SIDEWALK SECTION.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

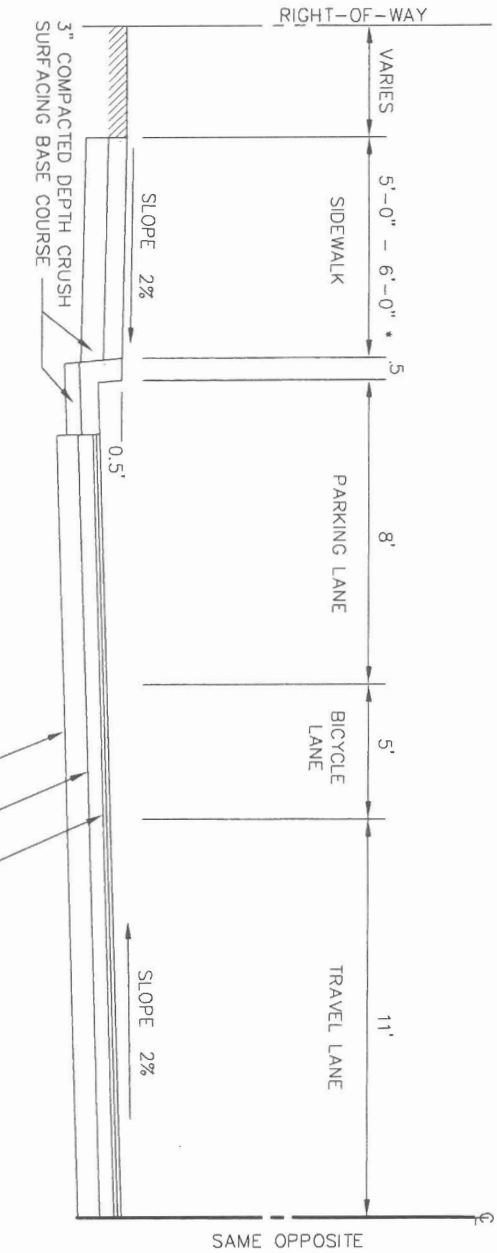
- MINIMUM 2" COMPACTED DEPTH CLASS B ASPHALT CONCRETE
- MINIMUM 4" COMPACTED DEPTH ASPHALT TREATED BASE COURSE (A.T.B.)
- MINIMUM 3" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE
- \* 6'-0" ADJACENT CURB, 5'-0" PLANTER STRIP

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 MARYSVILLE CITY ENGINEER



**COLLECTOR ARTERIAL/  
 COMMERCIAL ACCESS  
 STREET**  
 COMBINED CURB,  
 GUTTER  
 & SIDEWALK  
 STANDARD PLAN 3-201-003

LAST REVISED 10/18/06



NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS PER SECTION 3-402.
6. A 12' TRAVEL LANE AND ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER.
7. A COMMERCIAL AND INDUSTRIAL ACCESS APPLICATION MAY REQUIRE A SEVEN FOOT SIDEWALK SECTION.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

MINIMUM 2" COMPACTED DEPTH CLASS B ASPHALT CONCRETE

MINIMUM 4" COMPACTED DEPTH ASPHALT TREATED BASE COURSE (A.T.B.)

MINIMUM 3" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE

\* 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

MARYSVILLE CITY ENGINEER

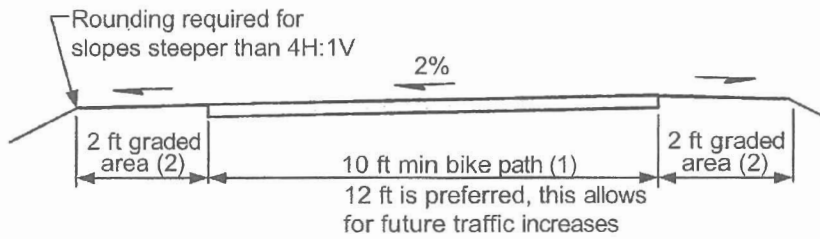
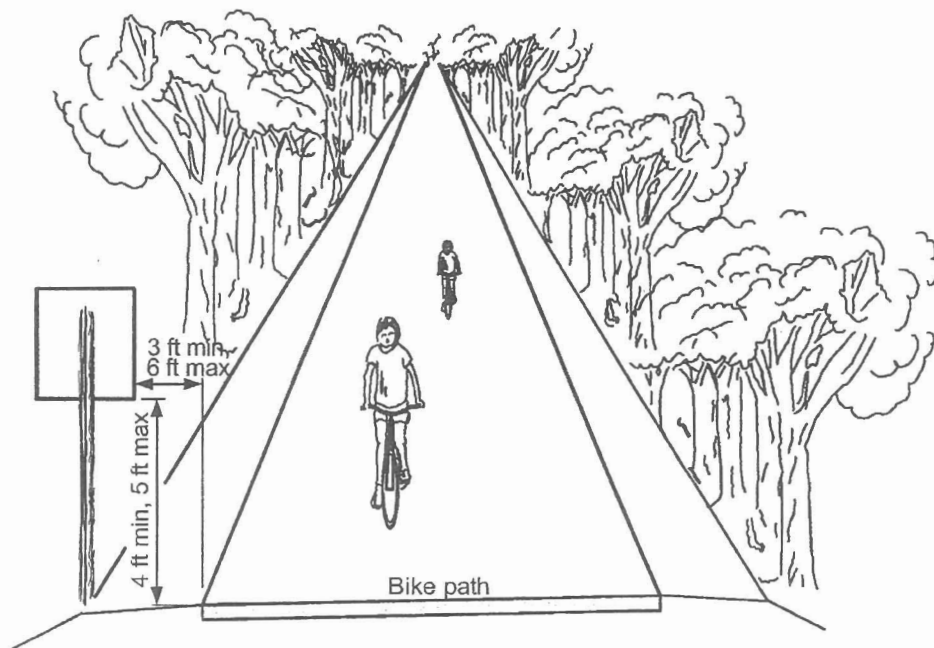
**CITY OF Marysville WASHINGTON**

**COLLECTOR ARTERIAL/ COMMERCIAL ACCESS STREET**

BICYCLE CONFIGURATION

STANDARD PLAN 3-201-004

LAST REVISED 10/18/06



NOTE:

- (1) Use 12 to 14 ft when maintenance vehicles use a shared use path as an access road for utilities. Use of 12 to 14 ft paths is recommended when there will be substantial use by bicycles ( $\geq 60$  bicycles per day), or joggers, skaters, and pedestrians (20 per hour). Contact region's Bicycle Coordinator for bicycle use information. See 1020.05(2)(a) for more discussion on bicycle path widths.
- (2) Where the paved width is wider than the minimum required, reduce the graded area accordingly.

**Two-Way Shared Use Path on Separate Right of Way**  
*Figure 1020-13*

Exhibit B

Transportation Memo from Perteet Inc.

Land Use Element  
4-29

Marysville Comprehensive Plan

## **East Sunnyside/Whiskey Ridge Transportation Needs Evaluation**

### **1. Introduction**

The East Sunnyside / Whiskey Ridge neighborhood is located in the southeast corner of the City of Marysville, bounded by Soper Hill Road on the south, Highway 9 on the east, and 64<sup>th</sup> Street (SR 528) on the north. The west boundary of the neighborhood is approximately 75<sup>th</sup> Avenue north of 52<sup>nd</sup> Street, and 67<sup>th</sup> Avenue south of 52<sup>nd</sup> Street.

A significant part of the neighborhood has been under the jurisdiction of Snohomish County, but within the City's Urban Growth Area (UGA) boundary. In this respect, the development of some the transportation infrastructure has been to County standards.

This Transportation Needs Evaluation considers the long-term potential development of the neighborhood (developable land capacity), adjacent neighborhoods inside the City, County, and other jurisdictions. The Transportation Needs Evaluation also considers the existing and future regional roads, transit services, and non-motorized facilities.

### **2. Land Use Assumptions**

The East Sunnyside / Whiskey Ridge neighborhood comprises about 1,822 acres of which there are about 1,585 (87%) gross developable acres and about 1,372 (75%) net developable acres. The neighborhood has several steep hillsides, ravines, creeks, and woods. It is expected that the urban development will be predominantly single family residential (including duplexes), with some multi-family units, a limited amount of neighborhood commercial, and a commercial and mixed use area along Highway 9 from the intersection of SR 92 to Soper Hill Road.

The developable land capacity analysis indicates that the number of dwelling units in the neighborhood could increase from about 910 units today to about 4,275 units in the future, and that employment in the neighborhood could increase from about 34 employees to 733 employees. Development demands are high and full build-out could occur by 2025 or earlier

### **3. Traffic Forecasting Methodology**

The travel forecasting for the East Sunnyside / Whiskey Ridge neighborhood employed the City of Marysville's current T-Model/2 program, which was developed in 2004 to predict traffic volumes for the year 2025. This model covers the City of Marysville and its UGA areas, and uses external traffic inputs from the regional traffic model developed by the Puget Sound Regional Commission (PSRC). Because the East Sunnyside / Whiskey Ridge neighborhood is at the extreme southeast edge of the City's T-Model/2 coverage area, the external inputs create a significant impact on the traffic estimates.

The land use assumptions in the Traffic Analysis Zones (TAZ's) of the City's T-Model that relate to the East Sunnyside / Whiskey Ridge neighborhood were reviewed for compliance with the land use assumptions proposed in the neighborhood plan. The model assumptions were found to be relatively consistent with the neighborhood plan, with two

exceptions. Minor adjustments were made in the assumptions of single-family residences and multi-family residences, and about 100,000 square feet of quasi-institutional space assumed in the T-Model/2 program were transferred to a retail category to more reasonably represent the proposed commercial / mixed use area near Highway 9.

The road network assumptions of the current T-Model/2 program were also revised to include a more direct connection to Highway 9 at the SR-92 intersection. In this case, an arterial road would connect from this key intersection to the 40<sup>th</sup> Street right-of-way near 83<sup>rd</sup> Avenue and continue west to Sunnyside Boulevard.

The T-Model/2 program was revised using these land-use and road network adjustments and run to provide new traffic forecasts for the year 2025.

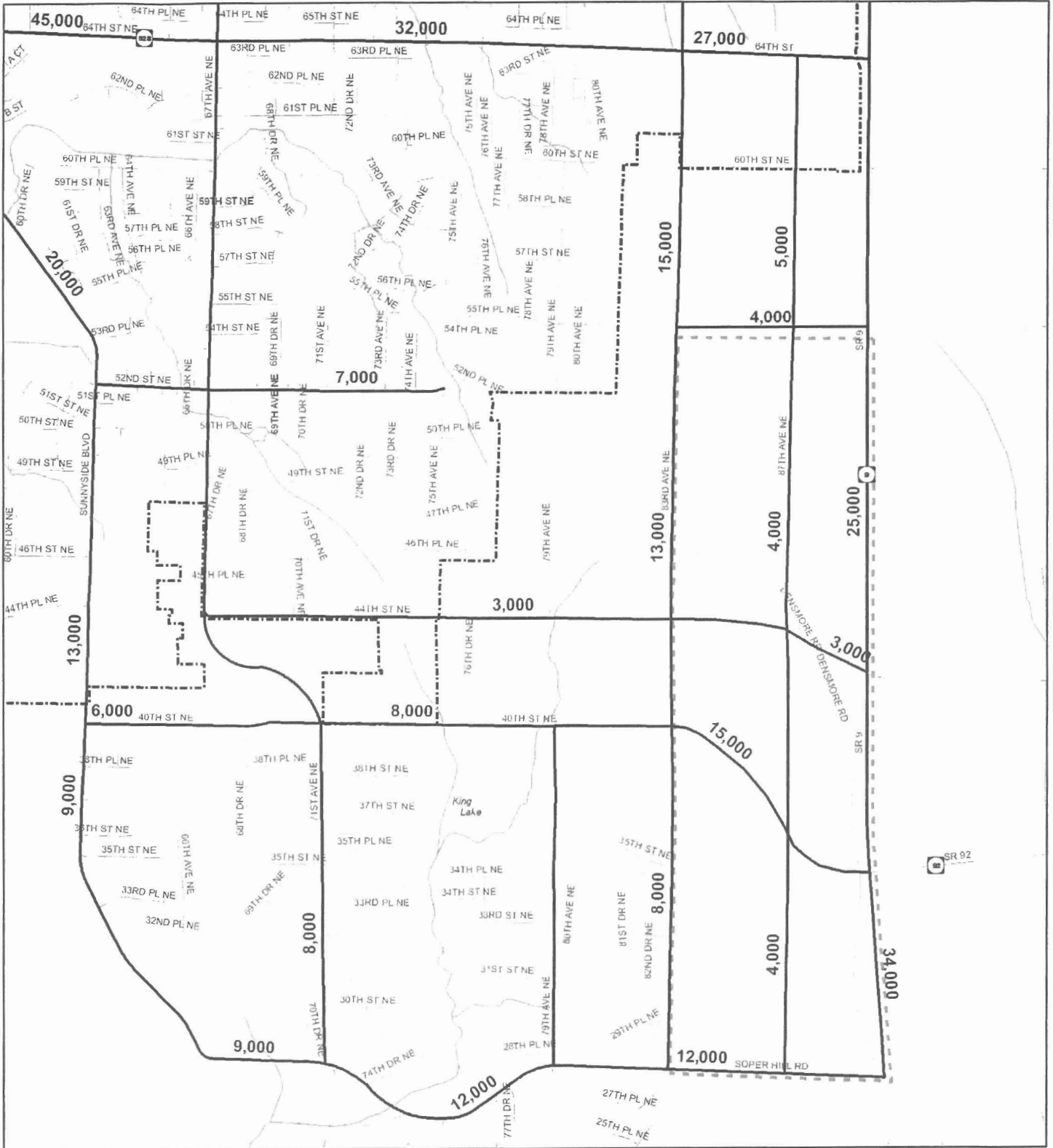
#### 4. Traffic Demands and Arterial Road Facilities

Results from the traffic model indicate that there will be very heavy traffic demands in the east-west and in the north-south directions, as shown on *Figure 1* and summarized on *Table 1*.

The highest volumes in the east-west direction will be on 64<sup>th</sup> Street (SR-528), where traffic demands at the west end of the study area could reach 45,000 vehicles per day. The proposed extension of SR-92 west and north to connect to 40<sup>th</sup> Street could carry up to 15,000 vehicles per day at the east end at SR-9. Soper Hill Road could carry up to 12,000 vehicles per day at the east end.

The highest volumes in the north-south direction will be on SR-9, where traffic demands at the south end of the study area could reach 34,000 vehicles per day. Sunnyside Boulevard could carry up to 20,000 vehicles per day at the north end, and 67<sup>th</sup> and 83<sup>rd</sup> Avenues could carry up to 15,000 vehicles per day each at the north end of the study area.

	<i>Minimum</i>	<i>Maximum</i>
<b>East-West Streets</b>		
64 <sup>th</sup> Street (SR 528)	27,000	45,000
52 <sup>nd</sup> / 54 <sup>th</sup> Street	4,000	7,000
44 <sup>th</sup> Street	3,000	3,000
40 <sup>th</sup> Street to SR-92	6,000	15,000
Soper Hill Road	9,000	12,000
<b>North-South Streets</b>		
Sunnyside Boulevard	9,000	20,000
67 <sup>th</sup> / 71 <sup>st</sup> Avenues	8,000	15,000
83 <sup>rd</sup> Avenue	8,000	15,000
87 <sup>th</sup> Avenue	4,000	5,000
SR-9	25,000	34,000



**City of Marysville**  
**Whiskey Ridge Master Plan**  
**2025 Daily Traffic Volume**

Master Plan Area  
 Marysville city limits  
 East Sunnyside Neighborhood

December 8, 2006

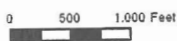


Figure 1

Based on these analyses, the following road improvements are recommended, as shown on *Figure 2* and summarized in *Table 2*.

- ***Sunnyside Boulevard / Soper Hill Road*** should be classified as a Minor Arterial and will require at least a three-lane section. Depending on the type of access control (traffic control signals or roundabouts), a center landscaped boulevard may be appropriate. Bike lanes or a multi-purpose road-side path would be appropriate.
- ***67<sup>th</sup> / 71<sup>st</sup> Avenues*** should be a connected route, if possible, from 64<sup>th</sup> Street through to Soper Hill Road and classified as a Minor Arterial with a three-lane section with bike lanes or a road-side path.
- ***79<sup>th</sup> Avenue*** should be classified as a Collector Arterial north of 40<sup>th</sup> Street and designed for two lanes to Soper Hill Road
- ***83<sup>rd</sup> Avenue*** should be classified as a Minor Arterial and designed for three lanes from 64<sup>th</sup> Street (SR528) to Soper Hill Road. This alignment is considered preferable to 87<sup>th</sup> Avenue for the primary north-south arterial because it is more central to the neighborhood.
- ***87<sup>th</sup> Avenue*** should be classified as a Collector Arterial and designed for two lanes with bike lanes. It is not recommended that 87<sup>th</sup> Avenue be a through street from 64<sup>th</sup> Avenue to Soper Hill, because of its proximity to SR-9. Intersections at major cross-streets could eventually back traffic up into intersections at SR-9 if there is significant north-south through-traffic on 87<sup>th</sup> Avenue. However, 87<sup>th</sup> Avenue should be designed for primary commercial access where it crosses other arterial streets such as 35<sup>th</sup> Street with left-turns where appropriate.
- ***40<sup>th</sup> Street*** should be connected from Sunnyside Boulevard to the intersection of SR-92 at SR-9. It should be classified as a Principal Arterial east of 83<sup>rd</sup> Avenue with a five-lane section to accommodate the planned adjacent commercial and higher density housing. West of 83<sup>rd</sup> Avenue, it should be classified as a Minor Arterial and designed with a three-lane section.
- ***44<sup>th</sup> Street*** should be extended to the Sunnyside School Road / Densmore Road intersection and then follow the existing alignment of Sunnyside School Road to the intersection at SR-9. It could continue east of SR-9 to provide access to communities in the unincorporated County. East of 83<sup>rd</sup> Avenue, 44<sup>th</sup> Street should be designated as a Minor Arterial with a three-lane section and bike lanes. West of 83<sup>rd</sup> Avenue, 44<sup>th</sup> Street should be designated as a Collector Arterial with two travel lanes and bike lanes.
- ***Sunnyside School Road*** and ***Densmore Road*** should both be disconnected at 44<sup>th</sup> Street and at 35<sup>th</sup> Street (SR-92 extension) due to their proximity to key SR-9 intersections. The rights-of-way could be used for local access streets and/or a multi-use trail.
- ***54<sup>th</sup> Street*** is recommended as a replacement access route to SR-9 for 60<sup>th</sup> Street, which is considered too close to the major intersection of 64<sup>th</sup> Street (SR-528) at SR-9. The 54<sup>th</sup> Street alignment would be approximately a midpoint between the major 64<sup>th</sup> Street intersection and the recommended 44<sup>th</sup> Street (Sunnyside School Road) intersection on SR-9. This connection to SR-9 should be classified as a

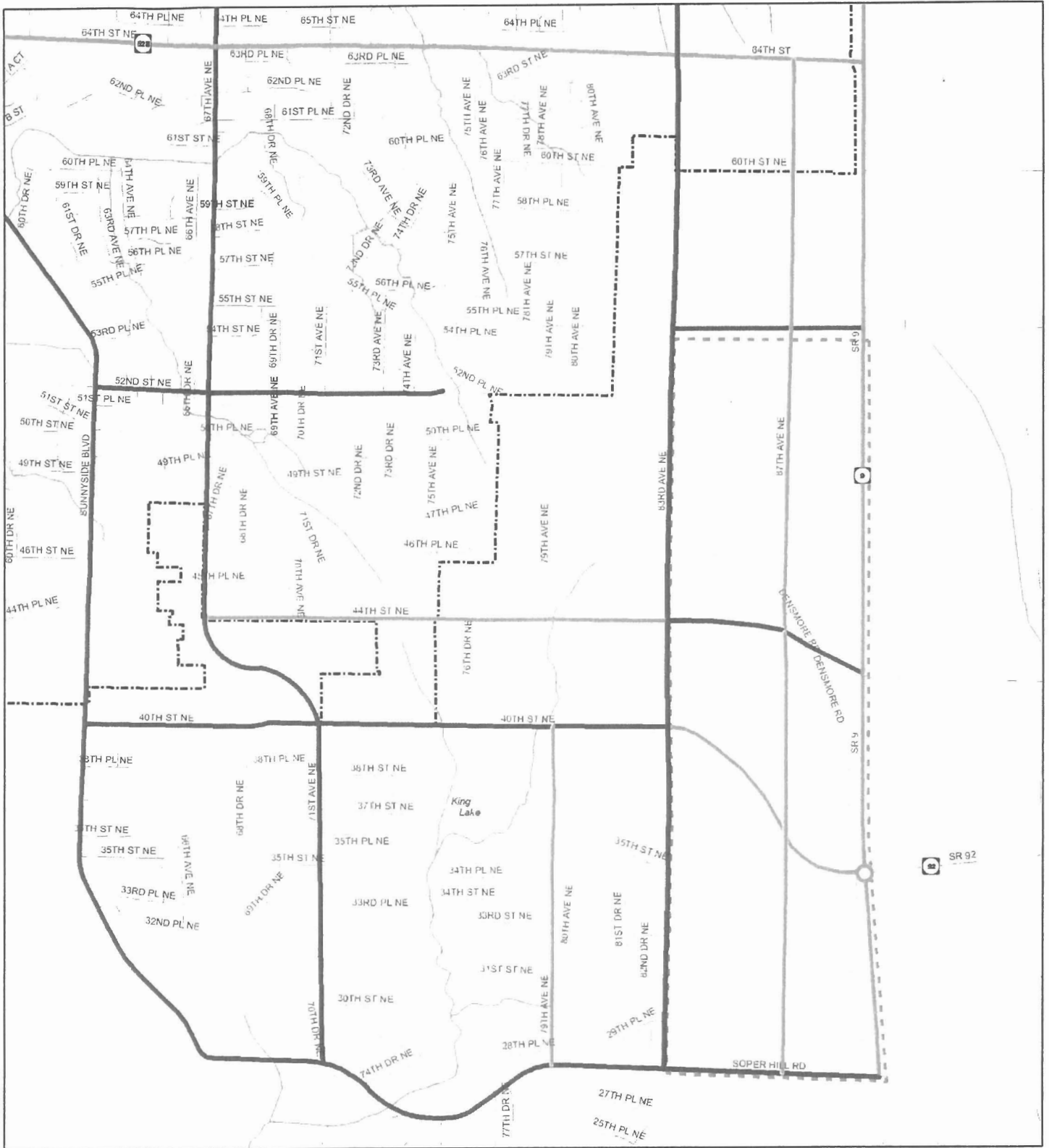


Minor Arterial with a three-lane section and bike lanes. It could also be continued east of SR-9 provide access to communities in the unincorporated County.

- **Neighborhood Collectors** – other streets, such as 60<sup>th</sup> Street and 79<sup>th</sup> Avenue north of 52<sup>nd</sup> Street, could be designated as neighborhood collectors with a two-lane section. Extension of 54<sup>th</sup> Street east of 83<sup>rd</sup> Avenue across the PSE right-of-way could also be considered as a neighborhood collector to provide better access the neighborhood west of 83<sup>rd</sup> Avenue.

**Table 2**  
**Recommended Arterial Road System**

	<b>From</b>	<b>To</b>	<b>Lanes</b>
<b>Principal Arterials</b>			
SR 528 (64 <sup>th</sup> St.)	4 <sup>th</sup> Street	SR-9	5
35 <sup>th</sup> / 40 <sup>th</sup> Street (SR92 extension)	83 <sup>rd</sup> Street	SR-9	5
<b>Minor Arterials</b>			
Sunnyside Boulevard	3 <sup>rd</sup> Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	3
83 <sup>rd</sup> Avenue	64 <sup>th</sup> Street	Soper Hill Road	3
67 <sup>th</sup> Avenue	64 <sup>th</sup> Street	44 <sup>th</sup> Street	3
67 <sup>th</sup> / 71 <sup>st</sup> Avenues	44 <sup>th</sup> Street	Soper Hill Road	3
52 <sup>nd</sup> Street	Sunnyside	75 <sup>th</sup> Avenue	3
54 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
44 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
40 <sup>th</sup> Street	Sunnyside	83 <sup>rd</sup> Avenue	3
<b>Collector Arterials</b>			
44 <sup>th</sup> Street	67 <sup>th</sup> Avenue	83 <sup>rd</sup> Avenue	2
79 <sup>th</sup> Avenue	40 <sup>th</sup> Street	Soper Hill Road	2
87 <sup>th</sup> Avenue	64 <sup>th</sup> Street	Soper Hill Road	2



**City of Marysville**  
**Whiskey Ridge Master Plan**  
**Arterial Functional Classifications**

- ARTERIAL**
- PRINCIPAL
- MINOR
- COLLECTOR
- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood

December 8, 2006

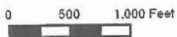


Figure 2

## 5. Transit Facilities

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64<sup>th</sup> Street (SR-528) connecting Lake Stevens to Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67<sup>th</sup> Street. Service is limited to the morning and afternoon commuter hours.

Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64<sup>th</sup> Street, which limits the existing coverage to East Sunnyside residents within 1,500 feet of 64<sup>th</sup> Street.

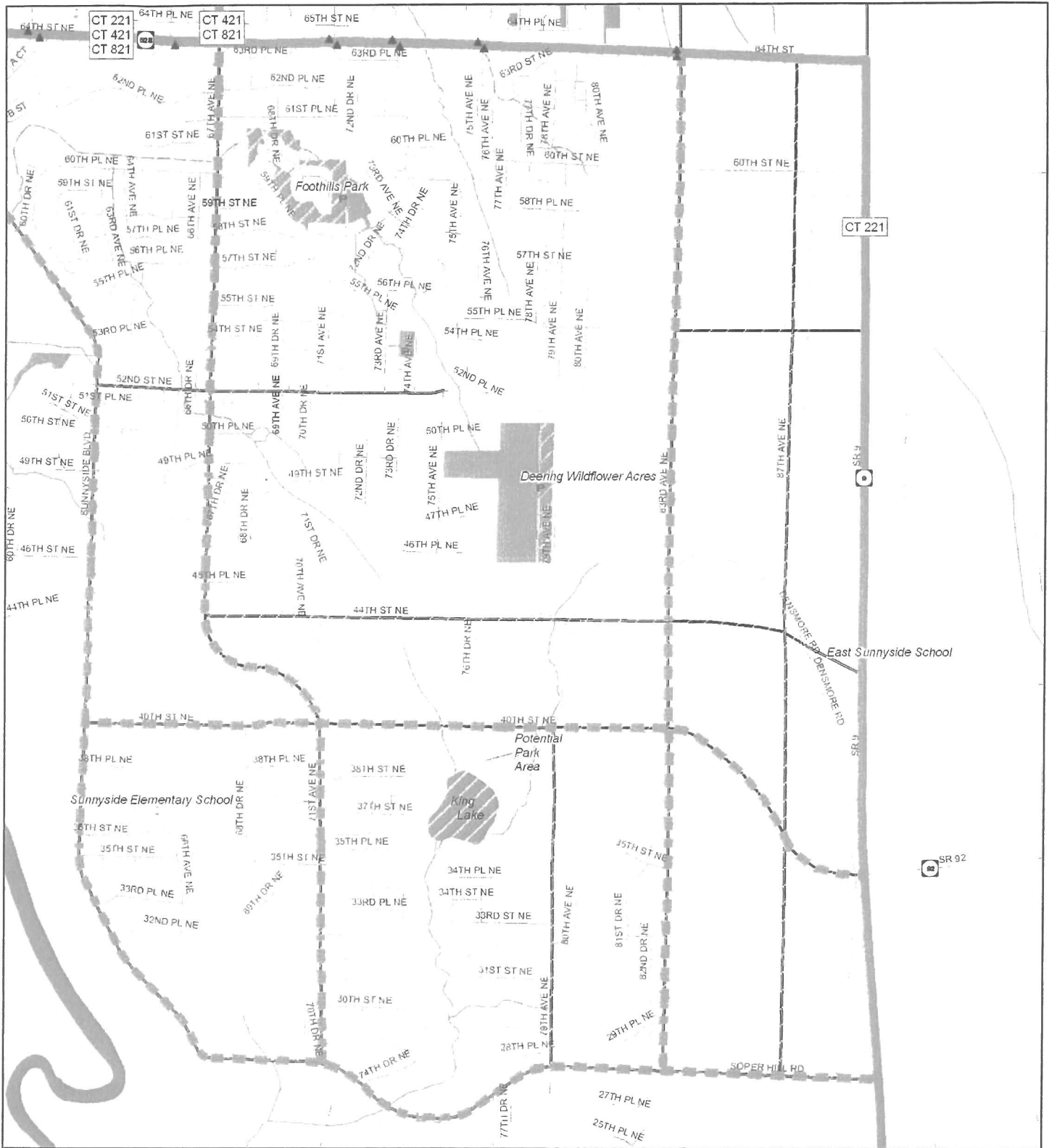
As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a minor arterial street within the Whiskey Ridge community, such as 83<sup>rd</sup> Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following Principal and Minor Arterial streets should include provisions for future bus routes as shown on *Figure 3*:

- Sunnyside Boulevard
- Soper Hill Road
- 40<sup>th</sup> Street to the SR-92 intersection at SR-9
- 83<sup>rd</sup> Avenue
- 67<sup>th</sup> / 71<sup>st</sup> Avenues

Assuming that bus routes will continue to operate on 64<sup>th</sup> Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on *Figure 3*. As the neighborhood develops, the City should work with Community Transit to provide new bus routes on the designated arterial streets.



City of Marysville

**Whiskey Ridge Master Plan  
Transit Service**

December 8, 2006

- Marysville city limits
- Existing Community Transit Routes
- Schools
- Existing Community Transit Stops
- Parks
- Potential Transit Streets
- Potential Transit Service Coverage Area



Figure 3

## 6. Non-motorized Facilities

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose path is provided.

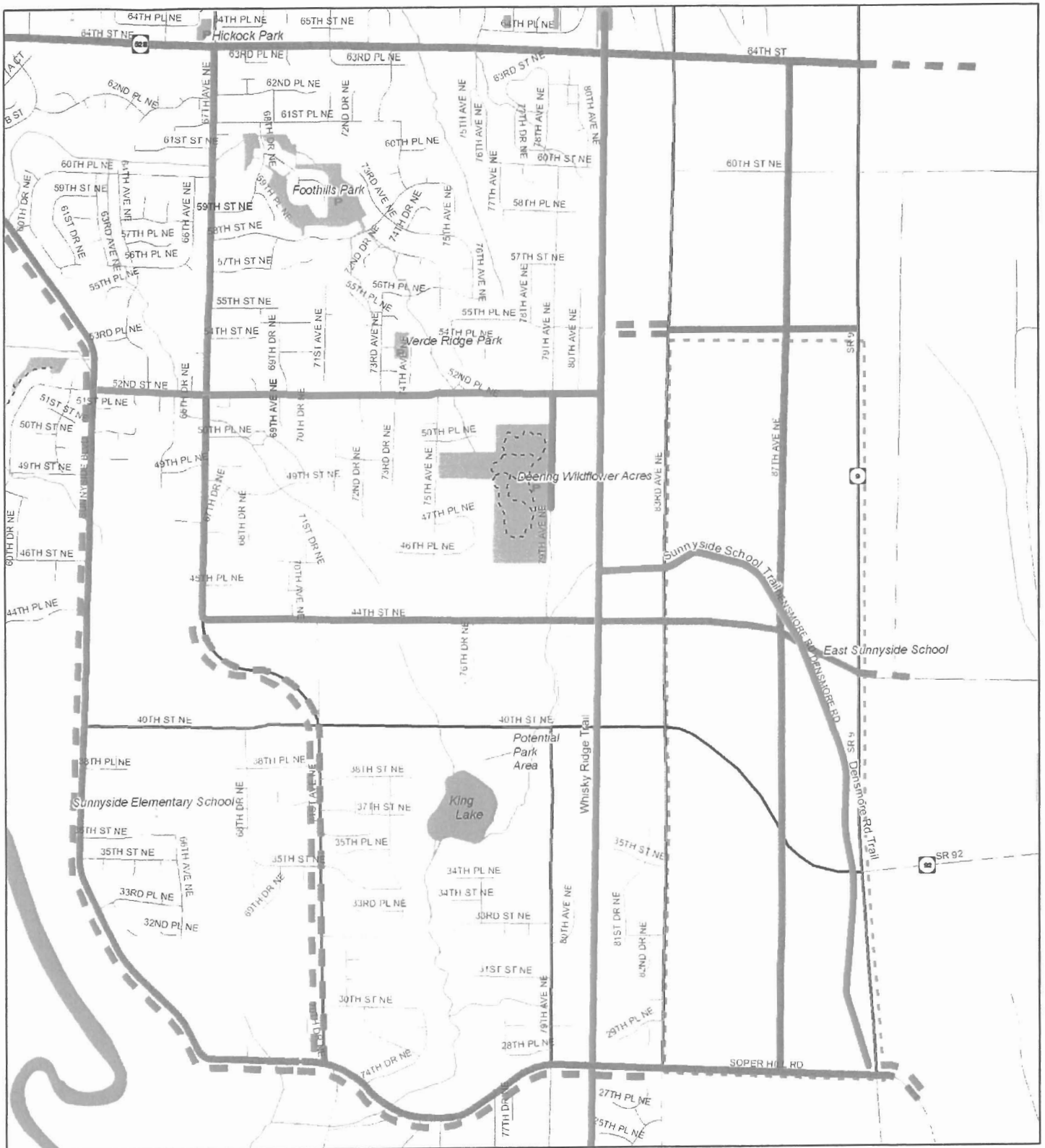
A network of trails and bike lanes is shown on *Figure 4*.

*Multi-purpose Paths and Trails* are recommended in the following corridors:

- *Densmore / Sunnyside School Road* right-of-way should be converted to a north-south trail or a local access road with a road-side path.
- *A PSE Corridor* runs parallel and west of 79<sup>th</sup> Avenue from Soper Hill Road to 64<sup>th</sup> Street and beyond, which would provide an excellent right-of-way for a trail. Proposed as the Whiskey Ridge Trail, it would provide excellent north-south connections to homes, parks, shops and bus routes
- *52<sup>nd</sup> Street* would provide an excellent east-west opportunity for a road-side path to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

*Bike Lanes (or multi-use road-side paths)* are recommended in the following corridors:

- *64<sup>th</sup> Street (SR-528)* is a connector route for commuter-type bike lanes.
- *Sunnyside Boulevard / Soper Hill Road* corridor should include bike lanes and sidewalks or a multi-use road-side path.
- *67<sup>th</sup> / 71<sup>st</sup> Avenues* from 64<sup>th</sup> Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side path.
- *44<sup>th</sup> Street* could be a preferably route to 40<sup>th</sup> Street for bike lanes from 67<sup>th</sup> Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67<sup>th</sup> Avenue to Sunnyside Boulevard would be desirable.
- *54<sup>th</sup> Street/55<sup>th</sup> Place* could use bike lanes or a trail to provide continuity of the 52<sup>nd</sup> Street path east to the Whiskey Ridge (PSE) Trail and SR-9.
- *87<sup>th</sup> Avenue* is a preferable to 83<sup>rd</sup> Avenue as a north-south route for bike lanes or a multi-use road-side path due to the proximity of 83<sup>rd</sup> Avenue to the proposed Whiskey Ridge Trail and since 87<sup>th</sup> Avenue would also provide continuity of the Densmore / Sunnyside School Trail.



**City of Marysville**  
**Whiskey Ridge Master Plan**  
**Parks, Routes, and Trails**

December 8, 2006

- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood
- Schools
- Parks
- Multi-use Path/Trail
- Bicycle Lanes



1,000 500 0 Feet



Figure 4



COMMUNITY DEVELOPMENT DEPARTMENT  
 80 Columbia Avenue ♦ Marysville, WA 98270  
 (360) 363-8211 ♦ (360) 651-5099 FAX

## MEMORANDUM

**DATE:** January 23, 2007  
**TO:** Planning Commission  
**FROM:** Gloria Hirashima, Community Development Director  
**RE:** Public Meeting on 1/11/07 and master plan options

The Community Development Department held a public meeting on January 11, 2007 for the East Sunnyside/Whiskey Ridge subarea plan. This meeting was held in response to a request at the December 12, 2007 public hearing at the direction from the Planning Commission. Approximately 30 citizens attended the workshop. The intent of the meeting was to hold a land use charette to allow the public to make land use suggestions. After opening the meeting, it was apparent that the majority of the public attending was not interested in participating in a charette. The public attending the meeting wanted a question and answer session with City staff. I took questions and comments from the public for 2 ½ hours. Many of the questions and comments involved issues that the City is not directly involved in with the subarea plan or were related to general questions about the annexation, development regulations, zoning terms, taxing, assessments, and a multitude of issues. By the end of the meeting, questions appeared to be exhausted.

Comments that related to potential revision of the subarea plan were as follows:

- 1) Property owners commented that they wanted to the expansion area included in the master plan.
- 2) Others commented that they did not believe the expansion area should be included in the master plan. They felt they had relied on existing zoning of R6.5 and that they felt it should remain R 6.5, outside the master plan boundary.
- 3) Individuals commented that they wanted higher densities overall.
- 4) Individuals commented that they wanted the road alignment for 40<sup>th</sup> Street/SR 92 reexamined to see if 83<sup>rd</sup> Avenue, 87<sup>th</sup> Avenue or Densmore could substitute for the new road.
- 5) An individual wanted a glossary developed to explain the terms used in the subarea plan.
- 6) An individual questioned the depiction of 54<sup>th</sup> Street connecting to Hwy 9, with minor arterial status. (this comment came after the meeting)
- 7) An individual questioned the cart in the "Development Strategies" section, indicating that there was only one "Multiple Family" land use classification in the density chart, rather than both Multiple Family, Low and Multiple Family, Medium as shown in the Preferred Alternative map. (this comment came via telephone)

My response to these comments are as follows:

Comments 1 & 2) The Planning Commission may deliberate on whether to accept the subarea plan expansion area or not. Staff recommended expansion of the area primarily due to the similarities of land in and out of the original boundary. All are lands with future development potential that will utilize area roads and affect area transportation, drainage, and environment as it is converted from rural residential to urban residential. The entire area was part of the Sunnyside/Whiskey Ridge annexation and is now under jurisdiction of the City of Marysville. The UGA expansion area applied to area south of SR 528 and east of 83<sup>rd</sup> Avenue area. Options for dealing with the expansion area are summarized in the table below.

Option	Conditions
1	Leave the area in the subarea plan boundary as shown in the Preferred Alternative. Road treatment, secondary impact fees and land use of "Single Family, 4.5-8" with base density of 4.5 du/acre would apply.
2	Remove the area from the subarea plan. Subarea plan conditions would not apply. Zoning would remain R6.5 for the properties. Some of the arterial landscaping treatment and connectors would continue to apply through individual project review.
3	Leave the area in the subarea plan boundary. Road treatment, secondary impact fees apply. Zoning would remain R 6.5.

Comment 3) The Preferred Alternative provides a variety of land uses and densities. The residential land uses include areas zoned Single Family, Multiple Family (low and medium), Mixed Use and Commercial. The single family zone starts with a base density of 4.5 du/acre which is widely accepted as an allowable "urban density" zone in this state, even by the standards of the Growth Management Hearing Board (although it is disputed whether they have the ability to establish minimum thresholds at all). The plan allows an increase in density through the use of residential density incentives.

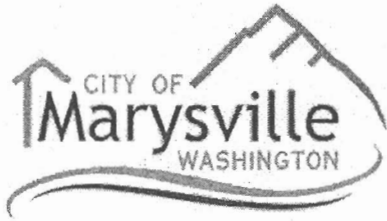
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Comment 5) The glossary from the Comprehensive Plan has been printed for the public's convenience. It includes terms used in the recommended master plan.

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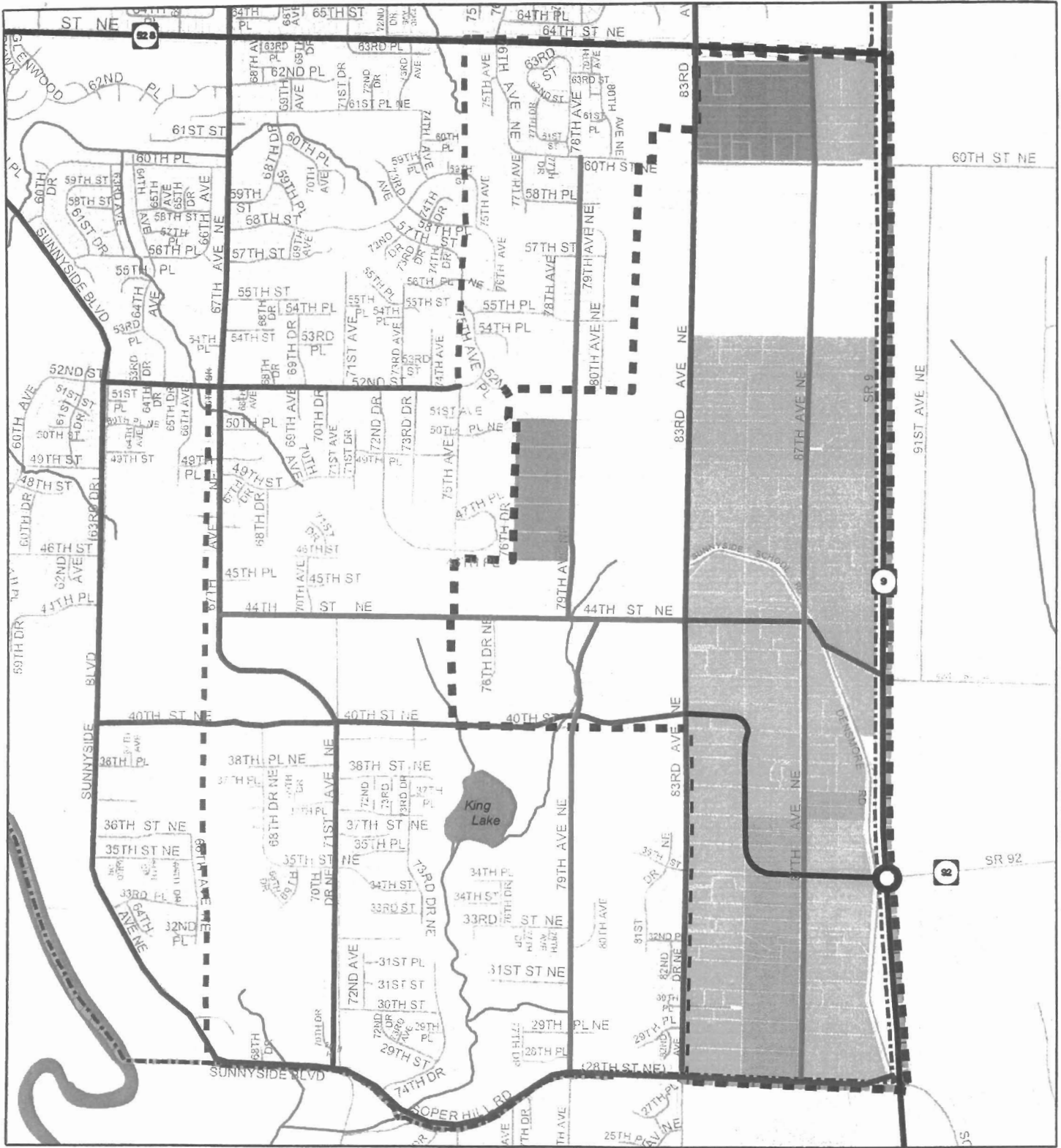
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# **EAST SUNNYSIDE-WHISKEY RIDGE SUBAREA PLAN**

**City of Marysville  
Planning Commission Recommendation  
January 23, 2007**



**City of Marysville**

**Whiskey Ridge Master Plan Preferred Alternative**

January 2007

	Marysville City Limits		Proposed Arterials		Preferred Alternative 120506
	Marysville Urban Growth Area		PRINCIPLE		Community Business
	East Sunnyside Neighborhood		MINOR		Mixed Use
	Master Plan Expansion Area		COLLECTOR		Multi-Family Medium
	Parcels				Multi-Family Low
					Single Family 4.5-8
					Single Family 6.5
					Recreation



## **PLANNING AREA #4: EAST SUNNYSIDE/WHISKEY RIDGE NEIGHBORHOOD**

This neighborhood is the southeasterly corner of Marysville. It is bounded by Soper Hill Road on the south, Highway 9 on the east, 64th Street NE/SR 528 on the north, 67<sup>th</sup> Avenue NE and 75h Avenue NE on the west, and 52nd Street NE. The East Sunnyside neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

A special study area has been designated within this neighborhood called the East Sunnyside/Whiskey Ridge subarea plan. The subarea plan follows the general planning area discussion for this neighborhood.

### **I. Land Uses**

The East Sunnyside/Whiskey Ridge neighborhood includes approximately 1595 acres.

#### **a. Residential**

Residential uses include high density single family and medium density single family uses. High density single family, permits duplexes outright.

#### **b. Commercial**

A potential Neighborhood Commercial location is at the intersection of 44th Street NE and 71st Avenue NE. Larger Community Commercial uses are located along Hwy 9, from the SR 92 south to Soper Hill Road. Mixed use commercial areas are also proposed along the west side of 83<sup>rd</sup> Avenue, serving as a transition use between adjoining Community Commercial and Multifamily land uses.

Table 4-25 details the land use distribution for this neighborhood under the preferred alternative.

**Table 4-25 East Sunnyside/Whiskey Ridge Neighborhood Land Capacity, 2005 – 2025**

<b>Land Use Designation</b>	<b>CB</b>	<b>MU</b>	<b>MFM</b>	<b>MFL</b>	<b>SFH</b>	<b>SFM</b>	<b>Rec</b>	<b>Total</b>
Total Acres	69	47.1	32.6	147.6	1138.6	111.9	28	1574.8
Builaible Acres	58.2	46.0	30.9	142.8	960.8	107.1	20.5	1366.3
Existing DU's	10	17	12	51	608	197	1	896
Existing Pop.	20	49	35	148	1216	394	2	1864
Existing Employees	0	0	0	0	0	0	0	0
Additional DU's	0	247	245	690	2512	108	0	3802
Additional Pop.	0	716	711	2001	5024	216	0	8668
Additional Employees	480	177	0	0	0	0	0	657
Total DU's	10	264	257	741	3120	305	1	4698
Total Population	20	766	745	2149	6240	610	2	10532
Total Employees	480	177	0	0	0	0	0	657

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**II. Housing & Employment Analysis**

Table 4-26 identifies existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-55 shows the general land use distribution for this neighborhood.

**Table 4-26 Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	896	4698
Multi Family DU's		1262
Single Family DU's		3245
Population Estimate	1864	10532
Employment Estimate	0	657

**Figure 4-55 East Sunnyside/Whiskey Ridge Neighborhood Land Use**

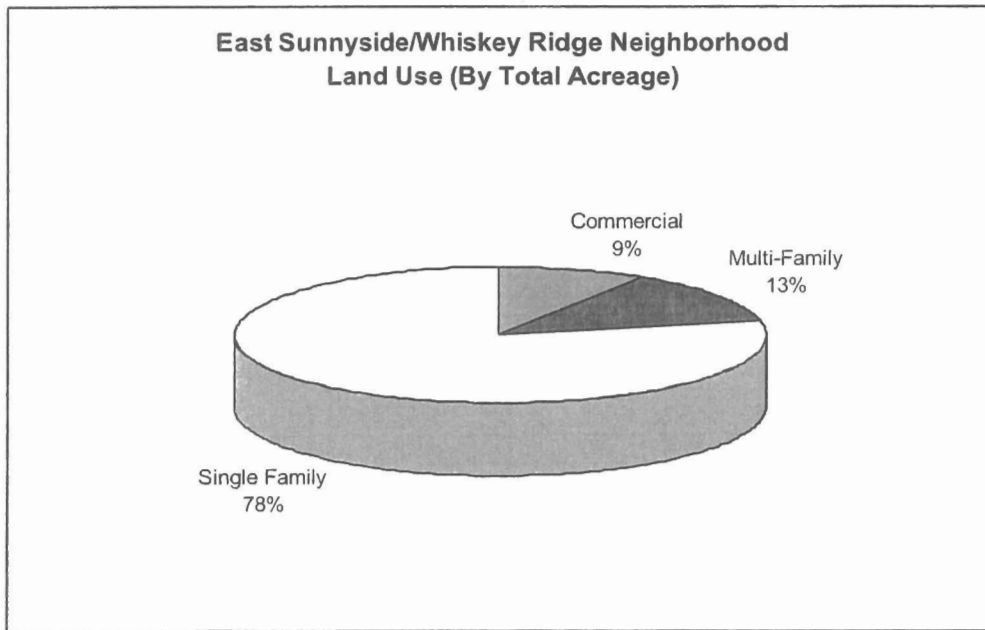


Table 4-26 and Figure 4-55 depict the future land use mix by acreage and dwelling units. The preferred alternative would produce a Multi-family to Single Family ratio of 72% single family and 28% multifamily unit distribution within the planning area. It is anticipated that the resulting single family may be higher than reflected in these figures, as developers may propose to construct single family units in multiple family zones.



### III. Transportation

#### a. Arterial Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-27.

**Table 4-27 East Sunnyside/Whiskey Ridge Neighborhood Streets and Classifications**

Street	Classification	Lanes	Description/Comment
64 <sup>th</sup> Street/SR 528	Principal Arterial 4 <sup>th</sup> Street to SR-9	5	Arterial Streetscape
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension)	Principal Arterial (83 <sup>rd</sup> Street to SR-9)	5	Arterial Streetscape
Sunnyside Blvd.	Minor Arterial (3 <sup>rd</sup> Street to Soper Hill Rd)	3	Arterial streetscape Bicycle lanes
Soper Hill Road	Minor Arterial (Sunnyside to SR-9)	3	Arterial streetscape Bicycle lanes
83 <sup>rd</sup> Avenue NE	Minor Arterial (64 <sup>th</sup> Street to Soper Hill Road)	3	Arterial Streetscape Bicycle lanes (parts)
67 <sup>th</sup> Avenue	Minor Arterial (64 <sup>th</sup> Street to 44 <sup>th</sup> Street)	3	Arterial streetscape Bicycle lanes
44 <sup>th</sup> Street	Minor Arterial (83 <sup>rd</sup> Avenue to SR-9)	3	Arterial Streetscape
52 <sup>nd</sup> Street NE	Collector Arterial (Sunnyside to 75 <sup>th</sup> Avenue)	2	Bicycle lanes
44 <sup>th</sup> Street	Collector Arterial (67 <sup>th</sup> Avenue to 83 <sup>rd</sup> Avenue)	2	Bicycle lanes
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension)	Collector Arterial (Sunnyside to 83 <sup>rd</sup> Avenue)	2	Arterial Streetscape
67 <sup>th</sup> /71 <sup>st</sup> Avenues	Minor Arterial (44 <sup>th</sup> Street to Soper Hill Road)	2	
44 <sup>th</sup> Street	Collector Arterial (Sunnyside to 83 <sup>rd</sup> Avenue)	2	
79 <sup>th</sup> Avenue	Collector Arterial (40 <sup>th</sup> Street to Soper Hill Road)	2	
87 <sup>th</sup> Avenue NE (Soper Hill to SR 528)	Collector Arterial	2	Arterial Streetscape Bicycle lanes (parts)

The appropriate standard for classified roads is included for reference and information in Appendix A of the Whiskey Ridge subarea plan, however it should be noted that this

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standard can be revised through the Engineering Design and Development Standards (EDDS) amendment procedure through subsequent action by the City.

### b. Arterial Street Facility Needs within the Neighborhood

Projects listed here are identified transportation needs within the subarea. Project descriptions, need, cost, funding and timing are identified in the Table 4-28.

**Table 4-28 East Sunnyside/Whiskey Ridge Major Road Projects**

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
SR 528 (83 <sup>rd</sup> Avenue to Hwy 9)	Widen to 5 lanes with an exclusive bicycle lane.	Capacity	WSDOT Developer Frontage Improvements
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension) from 83 <sup>rd</sup> Ave to SR-9	Dedicate right of way and construct 5 lanes	Identified in Whiskey Ridge Subarea Plan for area circulation	\$2,000,000 – City & Developer Frontage Improvements
Sunnyside Blvd. (52 <sup>nd</sup> Avenue NE to South City limits)	Widen to 3 lanes with an exclusive bicycle lane.	Recommended 6 year improvements	\$3,700,000 – 6 year plan, funding anticipated within 6 years from transportation revenues.
Soper Hill Road	Construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements
83 <sup>rd</sup> Avenue NE (64 <sup>th</sup> Street to Soper Hill Rd)	Dedicate additional right of way and Construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements
67 <sup>th</sup> Avenue (40 <sup>th</sup> St NE to 88 <sup>th</sup> St NE)	Dedicate additional right of way and Construct 8 foot shoulders lacking curb, gutter and sidewalk	Recommended 20 year improvements	\$300,000-6 year plan, funding anticipated within 6 years from transportation revenues.
44 <sup>th</sup> Street(connecting 67 <sup>th</sup> Ave NE to SR-9)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	\$3,700,000 City & Developer Frontage Improvements
40 <sup>th</sup> Street (connecting Sunnyside to 83 <sup>rd</sup> Avenue NE.	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	\$10,600,000 City & Developer Frontage Improvements
67 <sup>th</sup> /71 <sup>st</sup> Avenue NE (connecting 44 <sup>th</sup> Street NE and Soper Hill Road)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements

### c. Transit Facilities and Services

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64<sup>th</sup> Street (SR-528) connecting Lake Stevens to Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67<sup>th</sup> Street. Service is limited to the morning and afternoon commuter hours.

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Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64<sup>th</sup> Street, which limits effective coverage to East Sunnyside residents within 1,500 feet of 64<sup>th</sup> Street.

As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a collector or minor arterial street within the Whiskey Ridge community, such as 83<sup>rd</sup> Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following streets should include provisions for future bus routes as shown on **Figure 4-56**:

- Sunnyside Boulevard
- Soper Hill Road
- 40<sup>th</sup> / 35<sup>th</sup> Street / SR-92
- 83<sup>rd</sup> Avenue
- 67<sup>th</sup> / 71<sup>st</sup> Avenues

Assuming that bus routes will continue to operate on 64<sup>th</sup> Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on **Figure 4-56**.

#### **d. Non Motorized Facilities**

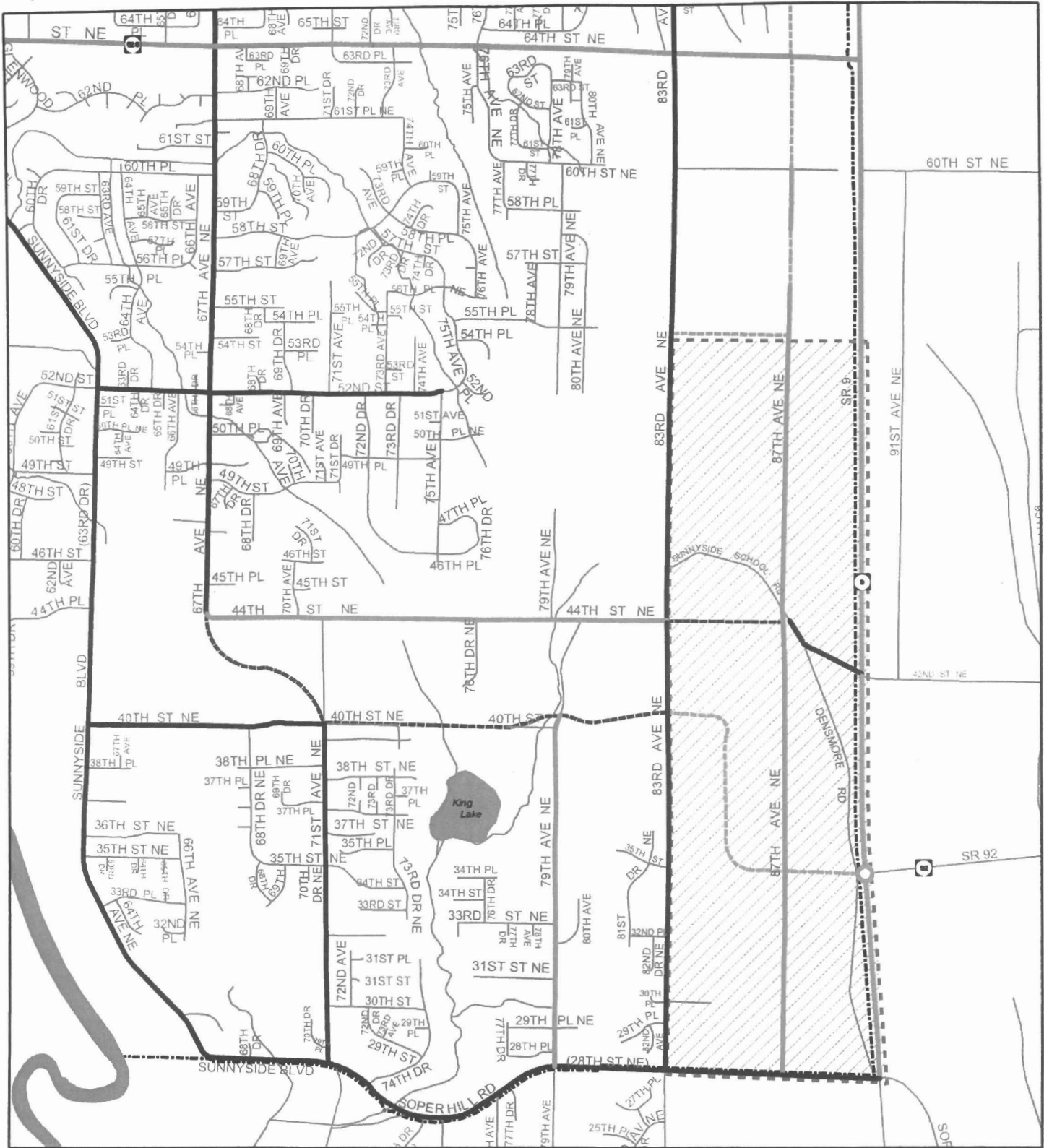
Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose trail is provided.

A network of trails and bike lanes is shown on **Figure 4-57**.

**Multi-purpose Trails** are recommended in the following corridors:

- **Densmore / Sunnyside School Road** right-of-way should be converted to a north-south trail or a local access road with a road-side trail.



City of Marysville

# Whiskey Ridge Master Plan Arterial Functional Classifications

- |                 |                  |
|-----------------|------------------|
| <b>ARTERIAL</b> | <b>CONNECTOR</b> |
| — PRINCIPLE     | - - - PRINCIPLE  |
| — MINOR         | - - - MINOR      |
| — COLLECTOR     | - - - COLLECTOR  |
| — STREET        |                  |

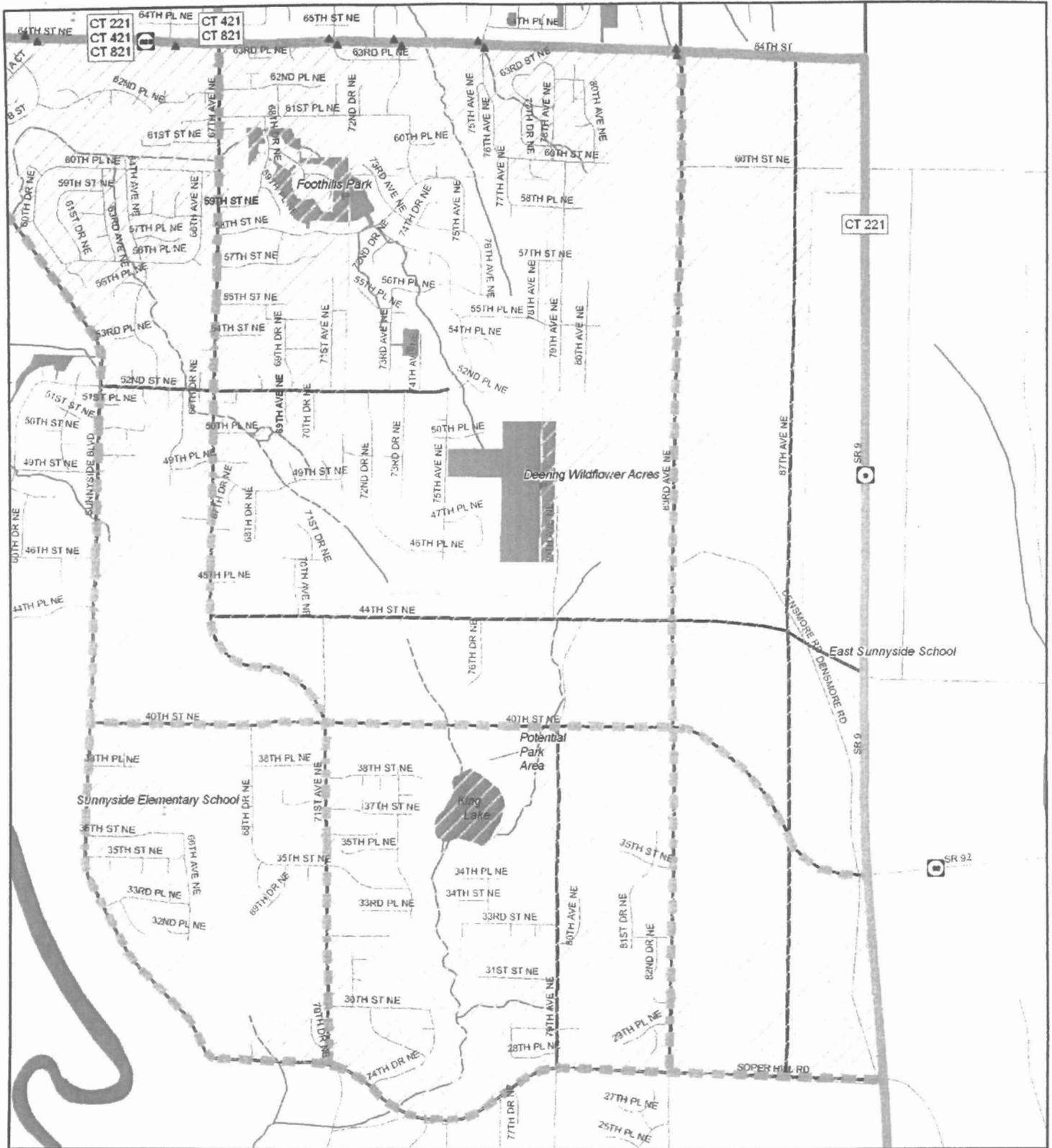
- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood

January 2007



1,000 500 0 1,000 Feet





City of Marysville

**Whiskey Ridge Master Plan  
Transit Service**

January 2007

- Marysville city limits
- Existing Community Transit Routes
- Existing Community Transit Stops
- Schools
- Parks
- Potential Transit Streets
- Potential Transit Service Coverage Area

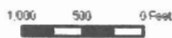


Figure 3

- **A PSE Corridor** runs parallel and west of 79<sup>th</sup> Avenue from Soper Hill Road to 64<sup>th</sup> Street and beyond. Proposed as the Whiskey Ridge Trail it would provide excellent north-south connections to homes, parks, shops and bus routes
- **52<sup>nd</sup> Street** would provide an excellent east-west opportunity to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

**Bike Lanes** (or multi-use road-side trails) are recommended in the following corridors:

- **Sunnyside Boulevard / Soper Hill Road** corridor should include bike lanes and sidewalks or a multi-use road-side trail.
- **67<sup>th</sup> / 71<sup>st</sup> Avenues** from 64<sup>th</sup> Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side trail.
- **44<sup>th</sup> Street** could be a preferably route to 40<sup>th</sup> Street for bike lanes from 67<sup>th</sup> Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67<sup>th</sup> Avenue to Sunnyside Boulevard would be desirable.
- **54<sup>th</sup> Street/55<sup>th</sup> Place** could use bike lanes or a trail to provide continuity of the 52<sup>nd</sup> Street trail east to the Whiskey Ridge (PSE) Trail and SR-9.
- **87<sup>th</sup> Avenue** would be a preferable north-south route to 83<sup>rd</sup> Avenue for bike lanes or a multi-use road-side trail due to the proximity of 83<sup>rd</sup> Avenue to the potential Whiskey Ridge Trail. 87<sup>th</sup> Avenue would also provide continuity of the Densmore / Sunnyside School Trail.

#### **d. Transportation Strategies and Issues (Arterial Streets, Transit, and Non-motorized Facilities)**

##### Transportation Projects

A number of the projects listed above are unfunded. As a result, it will be especially important to work with property owners, citizens and outside agencies to explore opportunities for project financing. In many cases, along existing arterial right of way, developer frontage improvements will accomplish widening and construction of a full urban street standard. In other cases, a road improvement district (RID) may provide a mechanism for moving the projects forward. The subarea plan strategies for East Sunnyside/Whiskey Ridge also include recommendations for use of residential density incentives and creditable improvements (toward impact fees) to accomplish needed but unfunded projects within the immediate neighborhood.

The growth in Sunnyside is occurring at much higher rates here than in other parts of the city. Currently the minor and collector arterial system is developed to rural standards with site specific developer improvements along development frontage. This leaves many unimproved and discontinuous sections along major roads. Growth must be accompanied by improvements to these rural roads to provide urban level street, stormwater and sidewalk improvements. Increases in residential densities should only be proposed if transportation facilities can be enhanced by concurrent passage of an RID, impact fee assessments or other mechanisms to fund needed road improvements. The transportation element identified key transportation connections that must be provided with new development. It is essential that these connections occur with new development.

1) Sunnyside Boulevard has become a major thoroughfare for vehicles traveling to Interstate 5 and Everett as well as Highway 2 and Lake Stevens. Design costs for Sunnyside Boulevard, Third Street to 52<sup>nd</sup> Street NE, were moved to the 6 year transportation improvement program project list in 2006 as high growth within the subarea has increased traffic and urgency to construct an additional lane (3-lane section) and a bike path for bike and pedestrian travel.

2) Installation of the signal at 52<sup>nd</sup> Street NE & Sunnyside Boulevard (listed in Sunnyside Projects, Table 4-25) is a key priority for this area, as the intersection is currently below the accepted level of service.

3) 35<sup>th</sup>/40<sup>th</sup> Street (SR 92 Extension). The Whiskey Ridge subarea plan identified creation of a new road alignment at 40<sup>th</sup> Street/35<sup>th</sup> Street to SR-9. This proposed road would provide a connection to SR-9 at the intersection of SR-92. It would provide another east-west arterial other than Sunnyside Boulevard to serve the growing southwest portion of the Marysville UGA. It will likely alleviate the need to widen Sunnyside Blvd and Soper Hill Road, south of 52<sup>nd</sup> Street to 5 lanes, which would have affected many of the new developments and existing facilities along Sunnyside Blvd.

4) 67<sup>th</sup> Avenue/71<sup>st</sup> Avenue connection. Due to topographic, critical area, and County approved development patterns, 67<sup>th</sup> Avenue NE cannot be continued south as an arterial south of 44<sup>th</sup> Street NE. This significantly reduces the arterial system

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functionality for the southeast portion of the UGA. The City is recommending that 67<sup>th</sup> Avenue NE be connected to 71<sup>st</sup> Avenue NE between 40<sup>th</sup> Street NE and 44<sup>th</sup> Street NE to provide a southern connection for 67<sup>th</sup> Avenue NE to Soper Hill Road. This connection would also extend 67<sup>th</sup> Avenue NE to 40<sup>th</sup> Street NE, and also improve the intersection at 44<sup>th</sup> Street NE and 67<sup>th</sup> Avenue NE which is a 90 degree arterial turn.

5) Sunnyside Boulevard/Soper Hill Road Bike Lanes. Bike lanes are proposed on Sunnyside Boulevard to Soper Hill Road. This will provide a bicycle access route between Marysville and Lake Stevens.

6) 67<sup>th</sup> Avenue NE/71<sup>st</sup> Avenue Bicycle Lanes. A route is planned between Arlington to the north from SR 531 to 44<sup>th</sup> Street NE connecting to Sunnyside/Soper Hill Road. This would provide a bicycle route between Arlington/Marysville and Lake Stevens.

7) 44<sup>th</sup> Street NE Bicycle Lanes. This will provide a route between 67<sup>th</sup> Avenue to SR-9 and the Densmore/School Road Trail.

8) 83<sup>rd</sup>/87<sup>th</sup> Avenue NE Bicycle Lanes. Bike lanes would be constructed on 83<sup>rd</sup> Avenue, north of 44<sup>th</sup> Street NE and along 87<sup>th</sup> Avenue, south of 44<sup>th</sup> Street NE. This would also provide continuity of the Densmore / Sunnyside School Trail Bike lanes are planned from 88<sup>th</sup> Street NE extension to Soper Hill Road which will ultimately provide connection to the Centennial Trail to the north. This trail also provides connections to the towns of Arlington, Lake Stevens and Snohomish.

9) Whiskey Ridge (PSE) Trail. A proposed pedestrian/multi-purpose trail is proposed along the Puget Sound Energy transmission easement east of 79<sup>th</sup> Avenue NE. This trail will provide a separated walk path between the Getchell neighborhood and Southeast Marysville. This trail is planned to interconnect with the Centennial Trail. Additional interconnections should be planned from the Whiskey Ridge study area and new developments. Developments in Snohomish County were not consistently required to provide a recreation easement to the City of Marysville, therefore the southern portion of the trail should be rerouted south of 44<sup>th</sup> Street NE for future trail construction to provide a continuous route.

10) Densmore/Sunnyside School Road right of way. The plan proposes designation of a trail link at 44<sup>th</sup> Street to Densmore Road. Densmore Road should be converted to a local access road with a modified road standard with multi-use trail for bicycles and pedestrians. This would connect to planned sidewalks and bike lanes on Soper Hill Road.

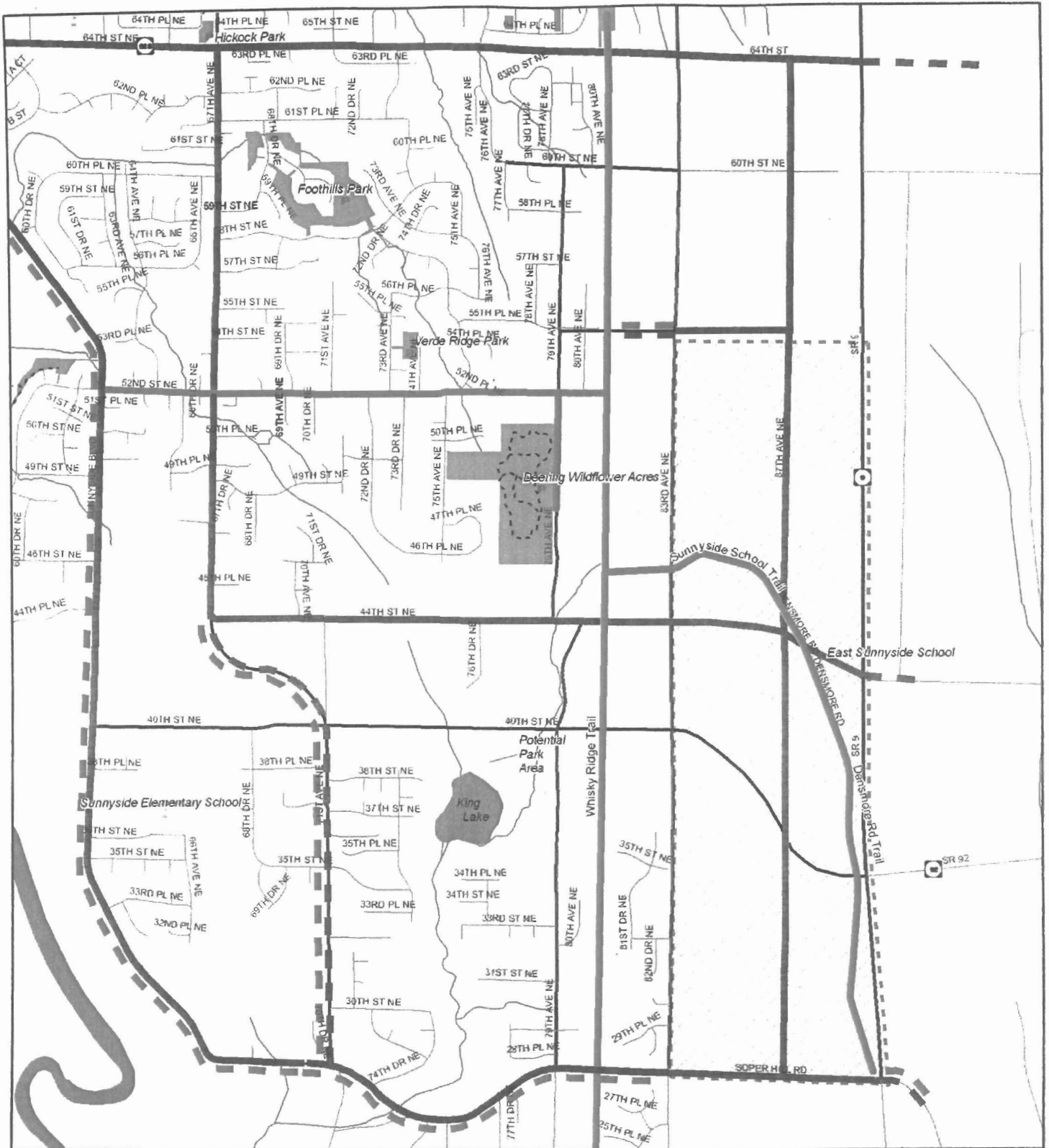
11) 52<sup>nd</sup> Street NE. This collector arterial would provide an excellent east-west opportunity to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

12) 54<sup>th</sup> Street/55<sup>th</sup> Place could use bike lanes or a trail to provide continuity of the 52<sup>nd</sup> Street trail east to the Whiskey Ridge (PSE) trail and SR-9.

#### Arterial Streetscape and Gateway treatments

The majority of the principal, minor and collector arterials are identified as streetscape arterial within this plan. The City shall provide standards for plantings and medians along these arterials, and provide for attractive pedestrian crossings at key intersection





City of Marysville

**Whiskey Ridge Master Plan  
Parks, Routes, and Trails**

January 2007



Master Plan Area

Marysville city limits

Schools

Parks

East Sunnyside Neighborhood

Multi-use Path/Trail

Bicycle Lanes

Figure 4

and gateways to the City. The southern entrance to the City at Soper Hill Road and Highway 9 and the entrance at the proposed access at Hwy 92 and Hwy 9 is a designated gateway to the City and subject to the Gateway master plan for design and construction of a gateway treatment.

**IV. Parks and Recreation**

This planning area has two existing park sites, Deering Wildflower Acres and a potential site at the Sunnyside Wells Reservoir, as listed in Table 4-29. There is potential for a trail along the power line easement and also potential connection to the Centennial Trail as well as the Ebey Waterfront Trail. Figure 9-2 in the Parks and Recreation Element illustrates existing and proposed trail systems in the UGA.

**Table 4-29 East Sunnyside/Whiskey Ridge Neighborhood Park Facilities**

Park	Location	Size (acres)	Description
Deering Wildflower Acres	4708-79 <sup>th</sup> Avenue NE	30	This park offers trails, natural areas, a meeting room and caretaker's quarters.
Sunnyside Well site	40 <sup>th</sup> Street NE & 71 <sup>st</sup> Avenue NE	31	This site is undeveloped and owned by the Marysville utility fund. Planned uses include a fire station and new water reservoir.

Additional public park sites should be provided to serve additional population anticipated in this subarea. Park facilities should include opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan; Densmore Road multi-use trail		Dedication and construction of trails along PSE transmission line easement and along Densmore Road
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop
Community Open Space Park	East Sunnyside/Whiskey Ridge subarea plan	10+	Potential acquisition along King Creek
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

**VI. Public Services and Facilities**

**a. Schools**

Two school districts serve this neighborhood. The Marysville School District provides school service generally west of 75<sup>th</sup> Avenue NE and the Lake Stevens School District provides service east of 75<sup>th</sup> Avenue NE.

The Marysville School District has one planned elementary school proposed for this subarea. The District plans to construct the facility within the next 6 years. The site has been identified south of 44<sup>th</sup> Street NE, east of 71<sup>st</sup> Avenue NE.

Additional growth in the Lake Stevens School District is expected to result in need for an additional elementary school within the area. The Lake Stevens School District owns property south of Sunnyside School Road, east of 87<sup>th</sup> Avenue NE, which is used for their bus parking and maintenance facility.

School	Location	Size (acres)	Description
Marysville School District	44 <sup>th</sup> Street NE & 71 <sup>st</sup> Avenue NE	10	Planned elementary school.
Lake Stevens School District		10	Site to be identified.

**b. Water**

Figure 4-56 identifies water lines within the East Sunnyside/Whiskey Ridge neighborhood.

**c. Sewer**

Figure 4-57 identifies sewer lines within the East Sunnyside/Whiskey Ridge neighborhood.

## **VII. Annexation and Development Strategies**

UGA expansions within this neighborhood are subject to a subarea plan for area development. The subarea plan is adopted as part of the 2006 subarea update. The subarea plan should result in a land use mix consistent with the city housing mix goals and reflect a variety of housing types and densities. Property within UGA expansion areas shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's subarea plan for the area.

## **WHISKEY RIDGE SUBAREA PLAN**

The subarea plan area is a subset of Planning Area 4. The preferred alternative recommends an expansion of the original subarea plan and is reflected in Figure . The expansion would result in a boundary of SR 528 on the north, Highway 9 on the east, and Soper Hill Road (28<sup>th</sup> Street NE) on the south and a westerly boundary generally west of 75<sup>th</sup> Avenue NE. The subarea plan study area includes the entirety of the East Sunnyside/Whiskey Ridge neighborhood area however, as the subarea plan includes an assessment of the surrounding area transportation and land uses with recommendations for additional modifications to zoning and development regulations for the entire neighborhood planning area. It is an area that forms the southeastern most edge of Marysville and is where the City abuts the city of Lake Stevens. This area provides a gateway into and out of Marysville and as a result, Marysville wishes to create a distinctive urban edge and facilitate the development of enduring and long- term neighborhoods for a growing community. Adoption of the subarea plan and accompanying development regulations will establish zoning for this area.

### **I. Background**

The City of Marysville included the Whiskey Ridge area in the 2005 City comprehensive plan update. The Whiskey Ridge subarea plan area was added to the Urban Growth Area by Snohomish County in February 2006. The area was annexed to the City of Marysville in December 2006.

### **II. Land Use**

The Whiskey Ridge subarea plan area covers 444 total gross acres. The preferred land use plan is shown in Figure 4-58. It is largely undeveloped and property is held in large predominately 10+ acre tracts. The development of the subarea plan is based on several guiding principles and a vision for creation of enduring neighborhoods. These principles are adapted from Smart Growth policies, existing City of Marysville comprehensive plan goals & policies, and input of community leaders and citizens through land use forums and discussions.

#### **Guiding Principles and Policies**

1. Mix Land Uses
2. Take Advantage of Compact Building Design
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Communities and Five-Minute Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Natural Beauty, and Critical Environmental Areas
7. Increase Densities in Appropriate Locations
8. Promote Higher Quality Density by Incentive Zoning
9. Connect People to Places
10. Create Opportunities for a Healthy Community with opportunities for Physical Activity
11. Create Great Places for People

## Land Use Vision

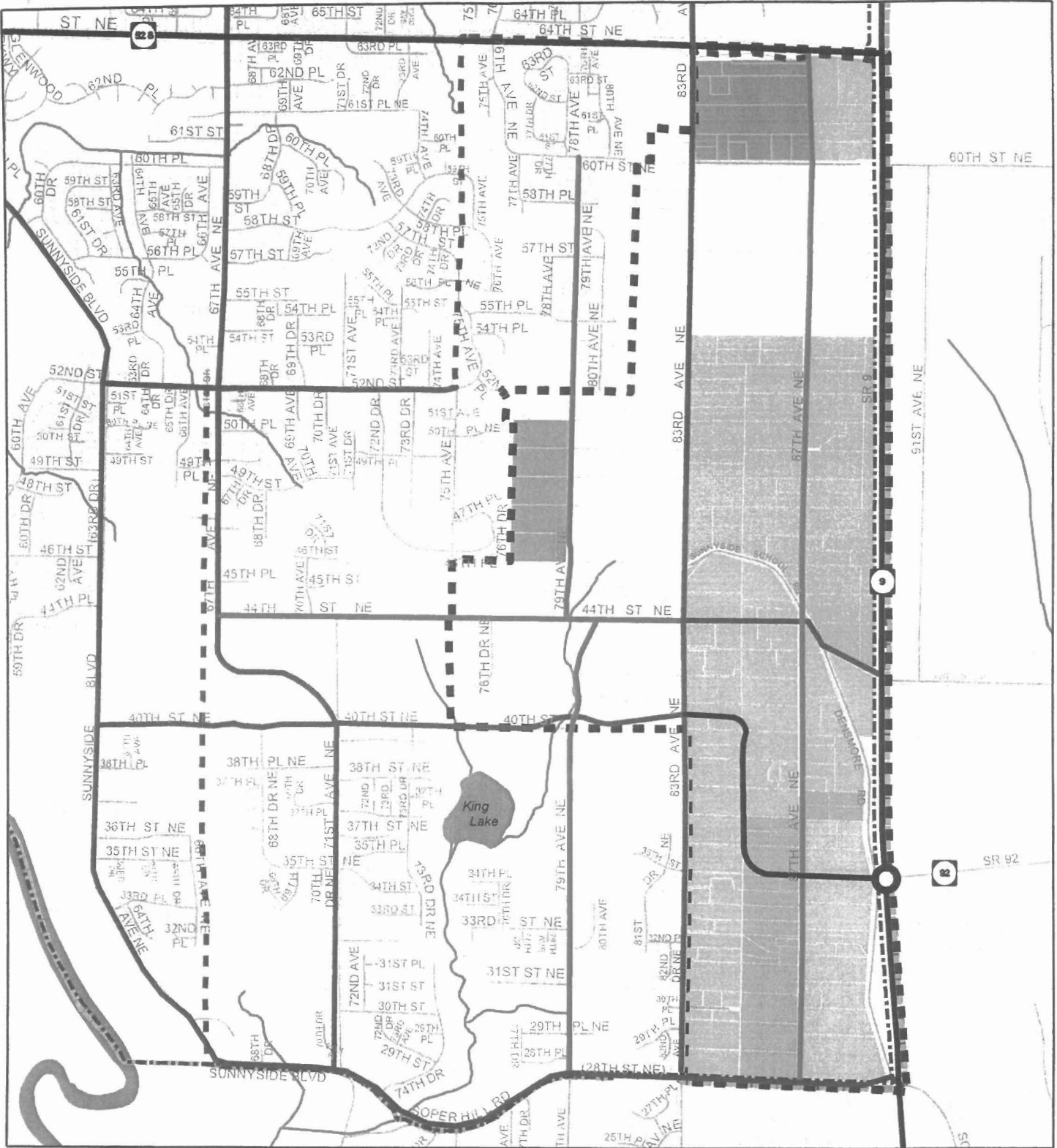
The vision for Whiskey Ridge is to create an urban community that provides an attractive gateway into Marysville and that becomes a prototype for developing neighborhoods within the City. Marysville included the Whiskey Ridge area within its comprehensive plan and required annexation of the community prior to development application or approval for the primary reason of wanting to exert land use control. Assignment of land uses and land use regulation provides the greatest tool for ensuring an area's long term vitality and productivity to the community at large. Marysville was interested in ensuring a land use mix within this area to balance the largely single family residential growth occurring throughout the Sunnyside area and also to ensure that new neighborhoods were created as long-term neighborhoods.

The intent of the subarea plan is to ensure that and growth contributes to the community and to creation of a long-term neighborhood. Certainly new development within the UGA provides additional housing, some of which will be affordable in keeping with GMA goals. New residential developments in the Whiskey Ridge area should provide address site planning to integrate with the surrounding planned developments as well as provide attractive internal layout. What this means is that new neighborhoods should enhance rather than diminish the surrounding area. This might occur through provision of transportation improvements that promote neighborhood walkability, population at a density to support transit and commercial services in the surrounding area, support of new facilities stretched by continuing population growth, retention of open space or parks within developing neighborhoods. As the area's natural open spaces decreases, the substitution of quality urban places should fill the gap. While recognizing the importance of affordability, this plan encourages an appropriate mix of housing types meeting a range of income levels. "Starter" neighborhoods for low-income and first-time homebuyers should be well-designed so that singles and families might choose to continue living in these neighborhoods even when their income levels might allow alternative housing options due to the attractive neighborhood setting and well-proportioned building design. In addition, the City should encourage neighborhoods representing a diverse range of lot and unit types that provide a maximum array of housing choices for Marysville residents. This includes apartments for families as well as singles and seniors, convalescent care, group housing and ranging from low to upper-income single family homes.

The Whiskey Ridge area provides a combination of beautiful westward views to the Snohomish river estuary, Everett and Sound, as well as steep hillsides, ravines, and woods. Within the greater area, there are creeks, wetlands and large ponds that will be preserved under critical areas ordinances and buffers. These provide larger tracts for protection of area habitat and wildlife. Some of these nature preserves could be acquired by nonprofit agencies or the City to provide access to the public for nature trails and passive recreation. The future will include full urban services, an active civic life for its residents built around distinct, strong residential neighborhoods, quality schools and other public buildings, convenient shopping and services, and areas of employment. Marysville is also committed to creation of a land use mix that provides both jobs and housing with commercial services in proximity the area's growing residential community throughout the Sunnyside (Planning Area 3) and East Sunnyside/Whiskey Ridge (Planning Area 4) neighborhoods. The urbanized Whiskey Ridge should have an outstanding system of public services and facilities, including schools, fire station, open spaces, active and passive recreation parks, trails,

Land Use Element  
4- 14

Marysville Comprehensive Plan



**City of Marysville**

**Whiskey Ridge Master Plan  
Preferred Alternative**

January 2007



- Marysville City Limits
- Marysville Urban Growth Area
- East Sunnyside Neighborhood
- Master Plan Expansion Area
- Parcels

- Proposed Arterials
- PRINCIPLE
- MINOR
- COLLECTOR

- Preferred Alternative 120506
- Community Business
- Mixed Use
- Multi-Family Medium
- Multi-Family Low
- Single Family 4.5-8
- Single Family 6.5
- Recreation

commercial plazas, gateway features, and streetscape corridors. The sensitive environmental areas of Whiskey Ridge (wetlands, forested areas, streams) are incorporated into the urban design of the area. Streams are buffered and protected from direct urban runoff. Trails for pedestrian, bicycle and other non-motorized use are incorporated into open space planning and buffers, where appropriate. These sensitive areas remain in native plantings to provide water quality and quantity protection. Development regulations require identification and protection of significant stands of trees.

Shopping is concentrated around transportation corridors, specifically Highway 9. Accesses to shopping and employment areas are direct and efficient, capitalizing on the proximity to SR-9, SR-92, Soper Hill Road and SR528. Commercial areas emphasize pedestrian uses and have parking to the side of or in back of buildings. Commercial buildings relate to the street, and have features, such as plazas, windows on the street, distinctive entrances. Street cafes, street furniture, kiosks, and landscaping should provide attractive gathering places for area residents. Some small scale office and general services are located within neighborhoods providing convenient services such as daycare, medical/dental and personal care within the neighborhood.

Higher density housing takes the form of small lot single family attached and detached, providing new opportunities for homeownership. Multiple family apartments are well designed to integrate with adjoining single family areas. All higher density housing is located within a 1/4 mile of an open space, park and/or trail system. Arterials in the higher density section are designed as boulevards, with a center planting area to provide additional green space and safe crossing for pedestrians.

A variety of medium density detached housing opportunities fill in the spaces between the centers separated by boulevards, parks and/or trails. The community also has areas of mixed use, (housing, services and retail uses) which provide a place to live and work where one can walk or bike to homes, stores and services all located in a concentrated area. Mixed-use areas have a variety of public spaces, including village greens, public art spaces, street trees, furniture and plazas.

Urban level roads are provided in a hybrid system of strong minor and collector arterials and neighborhood access streets. Residential developments are developed with good access and circulation to the collector/arterial system but developed in individual neighborhood clusters of 60-80 units per cluster.

Urban level services include stormwater, roads, sewer and water. Stormwater systems are attractively designed so that the streets are not dominated by large concrete structures along the arterial frontage. Instead natural pond systems, underground vaults are used when feasible. If structures are placed along in view of public right of way, they are setback with substantial landscaping or construction is a decorative block wall with landscaping along the street frontage.

## **Conclusions**

The Whiskey Ridge subarea plan area should provide a more balanced residential and commercial land use mix. To date, the growth in this and the adjoining neighborhood has been predominately housing – single family housing. Future uses should include a blend of high and medium density single and low to medium density multiple family housing. The subarea plan also includes accompanying development regulations to implement the land use plan vision, goals, and policies. These include incentives for providing additional community features including capital improvements, gathering places, gateway monuments and other amenities to enhance the growing neighborhood.

**KEY CONCEPTS**

1. Ensure adequate public facilities are planned to serve the area. These facilities include:
  - a. Southeast Marysville Fire Station
  - b. Lake Stevens School District new elementary school
  - c. Neighborhood Parks -1-2 (1.5-5 acres)
  - d. Community Park – 1 (10+ acres)
  - e. Community Open Space – 1 (10+ acres)
  - f. Trails – Whiskey Ridge Trail and extensions through neighborhoods
2. Require that transportation impacts to this area are addressed through impact fees. Establish a secondary impact fee to support unfunded road projects needed for development within the subarea plan area.
3. Provide for commercial uses along Highway 9. These uses while visible from Highway 9, should provide a community orientation with four-sided architecture. Sites and buildings should be attractive from Highway 9, as well as adjoining public streets such as 87<sup>th</sup> Avenue NE and internal parking access.
4. Commercial uses at Highway 9 should provide for opportunities and building orientation towards surrounding neighborhoods. While visibility from Highway 9 may be important, the primary vehicle access and orientation should be from surrounding neighborhoods.
5. Collector and minor arterials should provide substantial landscaping in keeping with the arterial streetscape plans for each arterial.
6. A connection to Highway 9 at SR 92 should be provided to provide east-west connectivity between Sunnyside Boulevard and Hwy 9.
7. The planned SR92 connection should be constructed as a boulevard, with substantial landscaping and streetscape improvements between SR 9 and 87<sup>th</sup> Avenue NE.
8. Densmore Road should be considered for a modified road standard with wide multi-use trail for connection to the planned Whiskey Ridge trail to provide pedestrian and bicycle connectivity through Marysville, and promote pedestrian activity from the residential neighborhoods to the commercial center.
9. Plan Mixed use areas along Highway 9 adjacent to the commercial center.
10. Develop design standards and guidelines to upgrade the quality of neighborhoods.
11. Promote development of attractive streets by requiring consistent fencing, walls and landscaping along arterial street frontage.
12. Promote development of attractive streets by requiring stormwater systems along arterial streets to be natural pond systems, underground vaults, or set back with additional landscaping to screen visibility from roadways.
13. Provide for flexible zoning that allows for a mix of single family and multi-family uses within residential zones.
14. Use incentive zoning as a tool to encourage higher quality higher density development and physical improvements to the neighborhood.

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15. Residential uses along Highway 9 will be protected from impacts of highway noise, visibility and future widening by construction of a decorative concrete wall.
16. Power lines along arterial streetscape streets will be relocated underground to provide a clean visual line along the right of way frontage.
17. Create a gateway at Hwy 92 and SR 9 and at Soper Hill Road and SR9.

### LAND USE ALTERNATIVES AND RECOMMENDED PLAN

Staff prepared six land use alternatives for analysis prior to recommending a preferred alternative. These alternatives reflected different transportation and land use concepts. The land use concepts were developed to coincide with the various transportation concepts under review. For instance, where a higher classification arterial is proposed, the land use was intensified along the connection.

The land use designations are also unique to the subarea plan, with density and dimensions for the residential zones defined in the plan. The zones are constructed using a base density as well as maximum density. The goal is to provide for a mix of lot sizes within a specified range and land use type. Within the single family zone, a base density of 4.5 du/acre is established by this plan. A maximum density of 8 du/acre is achievable utilizing MMC 19.26, Residential Density Incentives. This allows projects to provide additional on-site and off-site neighborhood amenities to attain a higher project density. It will also create a mix of lot sizes within each zones. Within the multifamily zone, a base density of 6 is established for single family detached units, and 10 du/acre for multifamily buildings. The zone allows a maximum density of 18 du/acre. Single family and multiple family units are allowed within multi-family zones. The Mixed Use zone has a base density of 12 du/acre and a maximum of 18 du/acre. The Mixed use zone allows multi-family developments, commercial uses, and mixed commercial/multi-family projects. Single family development is not permitted within the Mixed Use zone. The density and dimensions for each zone are described in Section VIII of this plan.

Following Planning Commission workshops, public open house, agency comment, and technical review of transportation issues, a preferred alternative was developed. The preferred alternative will implement the "Key Concepts" identified in this plan. Future development within the subarea plan will be required to meet the objectives of this plan and referenced standards.

Table 4-25 details the land use distribution for each alternative.

**Table 4-25 Preferred Alternative Land Capacity, 2005 – 2025**

Land Use Designation	CB	MU	MFM	MFL	SFH	REC	Total
Total Acres	69.0	47.1	32.6	174.6	428.5	23.3	748.1
Builaible Acres	58.2	46.0	30.9	142.8	378.6	16.9	673.5
Existing DU's	10	17	12	51	119	1	210
Existing Pop.	20	49	35	148	238	2	492
Existing Employees	0	0	0	0	0	0	0
Additional DU's	0	247	245	690	1064	0	2246
Additional Pop.	0	716	711	2001	2128	0	5556
Additional Employees	480	177	0	0	0	0	657

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Total DU's	10	264	257	741	1183	1	2456
Total Population	20	766	745	2149	2366	2	6048
Total Employees	480	177	0	0	0	0	657

Following workshops with the Planning Commission, public open house, and solicitation of public comment, Community Development staff is recommending a preferred alternative. The preferred alternative most closely resembles Alternative 4, of the initially identified six alternatives. The preferred alternative is shown in Figure 4-58.

### III. Housing & Employment Analysis

Existing and 2025 planned dwelling units, population, and employment figures are listed in Table 4-30.

**Table 4-30 Preferred Alternative Housing and Employment, 2005 and 2025**

	2005	2025
Dwelling Units	210	2456
Multi family DU's		1262
Single Family DU's		1183
Population Estimate	492	6048
Employment Estimate	0	657

**Figure 4-56 Whiskey Ridge Subarea Plan Land Use**

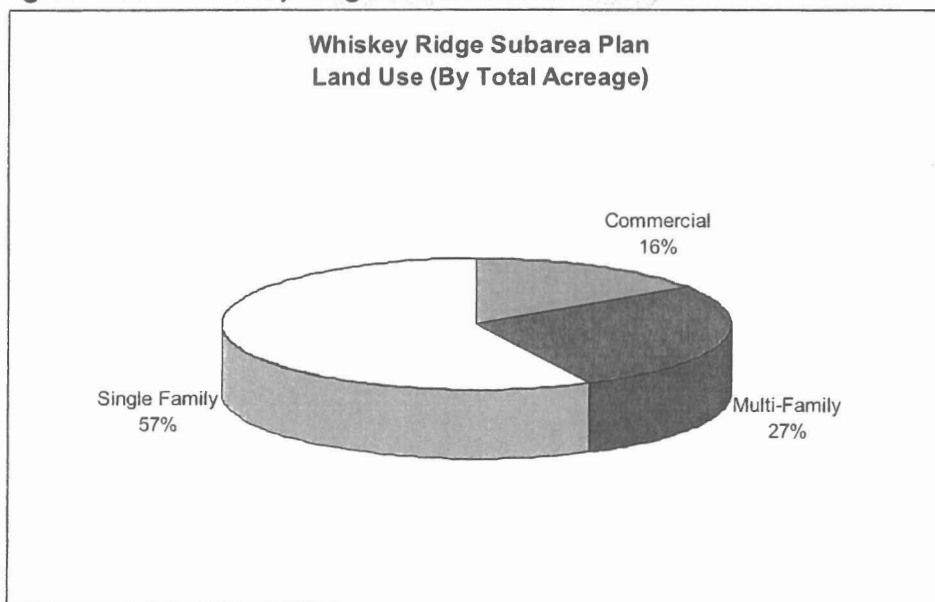


Table 4-30 and Figure 4-56 depict the future land use mix by acreage and dwelling units. The preferred alternative would produce a Multi-family to Single Family unit ratio of 48% single family and 52% multifamily unit distribution within the subarea plan. However, it is anticipated that the resulting single family unit distribution may be higher

than reflected in these figures, as developers may propose construction of single family units in multiple family zones.

#### IV. Transportation

##### a. Street Inventory

Fortunately this planning area has multiple existing north-south arterial right of ways on the east side of the study area. The addition of new east-west collectors and completion of designated collectors will strengthen area circulation. Due to rather extensive wetland and stream systems in the Sunnyside neighborhood (Planning Area 3), Development of the area immediately west of the subarea plan did not include planning for through arterials (minor or collector). This places more urgency on development of a more effective circulation system on East Sunnyside/Whiskey Ridge to allow traffic to move through the community at least impact to individual neighborhoods and to serve area growth for future decades.

Many of the existing right of ways were developed as access to farms and rural homesites. The majority of the road network consists of rural roadway sections with weathered asphalt pavement, narrow gravel shoulders if any and ditches for storm water collection.

The area streets are identified and classified in Section IIIa of the Planning Area 4 –East Sunnyside/Whiskey Ridge neighborhood summary. The following table identifies transportation segments addressed within the subarea plan.

	<b>From</b>	<b>To</b>	<b>Lanes</b>
<b>Principal Arterials</b>			
SR 528 (64 <sup>th</sup> St.)	4 <sup>th</sup> Street	SR-9	5
35 <sup>th</sup> / 40 <sup>th</sup> Street (SR92 extension)	83 <sup>rd</sup> Street	SR-9	5
<b>Minor Arterials</b>			
Sunnyside Boulevard	3 <sup>rd</sup> Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	
83 <sup>rd</sup> Avenue	64 <sup>th</sup> Street	Soper Hill Road	3
67 <sup>th</sup> Avenue	64 <sup>th</sup> Street	44 <sup>th</sup> Street	3
52 <sup>nd</sup> Street	Sunnyside	75 <sup>th</sup> Avenue	3
54 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
44 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
40 <sup>th</sup> Street	Sunnyside	83 <sup>rd</sup> Avenue	3
67 <sup>th</sup> / 71 <sup>st</sup> Avenues	44 <sup>th</sup> Street	Soper Hill Road	3
<b>Collector Arterials</b>			
44 <sup>th</sup> Street	67 <sup>th</sup> Avenue	83 <sup>rd</sup> Avenue	2
79 <sup>th</sup> Avenue (parts)	40 <sup>th</sup> Street	Soper Hill Road	2
87 <sup>th</sup> Avenue (parts)	64 <sup>th</sup> Street	Soper Hill Road	2

## b. Transit Facilities and Services

Transit facilities and services are described in Section IIIc of the Planning Area 4 East Sunnyside/Whiskey Ridge neighborhood summary. Recommendations from IIIc to provide transit routes along identified streets shall be implemented with this plan.

Identified streets should be designed to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following streets should include provisions for future bus routes as shown on **Figure 4-56**:

- Sunnyside Boulevard
- Soper Hill Road
- 40<sup>th</sup> / 35<sup>th</sup> Street / SR-92
- 83<sup>rd</sup> Avenue
- 67<sup>th</sup> / 71<sup>st</sup> Avenues

Assuming that bus routes will continue to operate on 64<sup>th</sup> Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on **Figure 4-56**.

## c. Transportation Strategies and Issues

This plan provides for a secondary impact fee to construct certain identified road projects. It also provides for the use of residential density incentives (RDI) to assist with construction of missing pedestrian and bicycle facilities within the community. New development is also required to construct frontage improvements (curb, gutter, sidewalks) along project frontage. The combination of these fees and regulatory mechanisms will provide necessary transportation facilities for proposed new construction.

### Transportation Projects.

Primary transportation strategies and projects within the study area include the following:

- 1) Intersection improvement on the west side of Highway 9 at SR 92 to provide for connection to Marysville. This road connection, 35<sup>th</sup>/40<sup>th</sup> Street (SR 92 extension) is expected to provide alternative access from Sunnyside Boulevard to Highway 9.
- 2) Dedication and Construction of 35<sup>th</sup> Street NE/40<sup>th</sup> Street extension from SR 92 and Hwy 9.
- 3) Dedication and Construction of 67<sup>th</sup> Avenue NE extension to 71<sup>st</sup> Avenue NE between 44<sup>th</sup> Street NE and 40<sup>th</sup> Street NE.

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- 4) Widening to 3 lanes and rebuild of Sunnyside Blvd between 52<sup>nd</sup> Street NE and Soper Hill Road.
- 5) Widening and frontage improvements for existing arterial streets within the study area, including 83<sup>rd</sup> Avenue NE, 87<sup>th</sup> Avenue NE.

The City will collect a secondary traffic impact fee to fund necessary road projects within the subarea plan area. Right of way and construction costs associated with these projects listed in Table 4-31 are creditable towards the subarea plan traffic impact fee, which applies as a secondary traffic impact fee within the subarea plan area. Right of way dedications for these arterials may be included in net project area.

Projects included in the secondary traffic impact fee are as follows:

**Table 4-31 Whiskey Ridge Subarea Plan Road Projects (subset of Planning Area 4 projects)**

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
35 <sup>th</sup> /40 <sup>th</sup> Street (SR 92 extension between Sunnyside Blvd and SR-9).	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	City and Developer Frontage Improvements \$20,000,000
67 <sup>th</sup> Ave/71 <sup>st</sup> Avenue (between 44 <sup>th</sup> And 40 <sup>th</sup> Street NE)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	City and Developer Frontage Improvements \$2,400,000

The total project road improvement cost is \$22,400,000. Land uses within the subarea plan are projected to generate an additional 3426 PM peak hour trips by build-out.

The secondary impact fee has been calculated at \$5,837 per peak hour trip. Using the 47% applied discount that was reached in the City's transportation element for the original impact fee calculations, this results in a fee of \$3,094/PMPHT. This secondary impact fee applies to new development within the subarea plan area. New development is also subject to the city-wide impact fee amount of \$3175/PMPHT.

Transit Facilities and Services within the Neighborhood.

Due to the lack of existing transit service in the study area, the City should work with Community Transit to identify new opportunities for transit stops, shelters and routes to serve the area as it develops. Potential for additional routes and stops may emerge at the intersection of SR 92 and Hwy 9 as Route 221 currently travels along Hwy 9. In addition, streets identified as potential transit streets, Section IVc above, shall be designed to accommodate future bus routes.

Non-motorized System Improvements

Non-motorized facilities are described in Section IVd of the Planning Area 4 East Sunnyside/Whiskey Ridge neighborhood section. Recommended facility improvements including construction of bicycle lanes and multi-use trails shall be implemented with this plan during road design and development review.

## V. Parks and Recreation

Existing and needed facilities are identified in Section IV of the East Sunnyside/Whiskey Ridge Planning Area 4 discussion. There are no active park facilities within the subarea plan or larger planning area 4 boundary. Needed facilities are as follows:

Additional public park sites should be provided to serve additional population anticipated in the subarea plan and subarea. Park facilities should include opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan		Dedication and construction of trails
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop active recreation facility
Community Open Space	East Sunnyside/Whiskey Ridge subarea boundary	10	Potential pond acquisition for natural area
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

An open space network with parks and bicycle, pedestrian and other non-motorized access shall be integrated into development of this area. The alignment, along the PSE easement, called the Whiskey Ridge trail would provide a linear park throughout the East Sunnyside/Whiskey Ridge subarea.

## VI. Environmental and Resource Management

### a. Surface Water

The subarea plan area is within three drainage basins. From north to south, the northwest corner is in the Allen/Munson Creek drainage basin draining to Ebey Slough; the northeast and east portion of the subarea plan area drains to Stephens Creek and Lake Stevens; the central and western part of the subarea plan includes King Creek and the Sunnyside basin draining to Ebey Slough, and the southeast portion includes Hulbert Creek, also in the Sunnyside basin.

### b. Stormwater Management

Various studies have been prepared for surface water management within these basins. One project was identified in the vicinity of the subarea plan by Snohomish County SWM in the County's 2001 Lake Stevens UGA Plan. The project ID is HUL4 on Figure 6-1 of the Plan. It is described as roadway flooding due to the culvert at 83<sup>rd</sup> Avenue NE. The proposed improvement is to replace the existing 12-in diameter culvert with a 30-in diameter culvert at a cost of \$23,000.

Regulatory controls for managing surface water with new development include adoption by the local jurisdiction of stringent storm water standards and critical areas regulations. To this end, the City of Marysville has adopted the latest edition of the Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The Ecology Manual sets forth requirements for water quality treatment, source control for pollution-generating sites, and stormwater detention. Proposed new construction

projects are required to obtain the City's approval for stormwater management plans before any construction begins. In addition, in early 2005 the City adopted updated requirements for critical areas protection using best available science in compliance with GMA requirements.

#### Recommended Stormwater Design Considerations

The following are some further recommendations for the design of stormwater facilities for the subarea plan:

- 1) Where depth to groundwater allows, stormwater infiltration is recommended
- 2) Minimize use of constructed facilities by utilizing low impact development techniques through site planning and development.
- 3) Provide aesthetic design of visible pond facilities. Facilities along arterial streetscape roadways should utilize ground-level open pond systems, as opposed to above ground construction of detention facilities that are visible from arterials. Facilities should be either natural looking ponds and swales or underground vaults. Where there is no alternative to above ground concrete block facilities, walls must be constructed to provide an aesthetically pleasing design or the facility must provide an additional landscaping setback from roadways to screen the facility from public view.
- 4) Provide adequate access for maintenance of drainage easements and detention ponds
- 5) Provide pretreatment and source control for all applicable land uses.

#### **c. Wetlands and Streams**

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. These regulations have been reviewed within the comprehensive plan and development regulations for best available science. No construction is permitted in these buffers except for low impact uses such as pedestrian trails, viewing platforms, utility lines, and certain stormwater management facilities such as grass-lined swales provided they do not have a negative effect on the stream or wetland.

## **VII. Public Services and Facilities**

### **a. Schools**

The Lake Stevens School District provides school services to the subarea plan area. The District owns property south of Sunnyside School Road, east of Densmore Road, and west of Highway 9. The site is used for the District's bus barn facility. The District has identified a need for an additional elementary school to serve this growing area. Elementary school sites are typically 11-15 acres.

### **b. Water**

Snohomish County PUD #1 provides water service to this area. The City of Marysville is currently in negotiations with PUD to purchase their existing facilities.

### **c. Sewer**

Sewer service to the Whiskey Ridge area will require sewer improvements as identified in the Whiskey Ridge Sewer Plan.

## **VIII. Development Strategies**

This plan includes a more specific subarea plan for the Whiskey Ridge subarea plan area that shall be the basis for review of development proposals. It includes a

conceptual road plan, and open space and trail network as shown in Figure 4-. Street standards, including streetscape and improvement standards are herein incorporated.

<sup>1</sup> All of the Key Concepts identified in the land use discussion of the subarea plan shall be enforced as regulatory controls on the development of land within the subarea plan. In the event of conflict with the City's development regulations, the subarea plan ordinance shall control.

In addition to the above development controls and requirements, the plan recommends the use of zones with a broader range of base density. This will allow for a mix of lot sizes, dependent on use of MMC 19.26, Residential Density Incentives.

The following density and dimensional controls shall apply:

**Whiskey Ridge Subarea Plan zones.**

**(1) Densities and Dimensions.**

	Single Family High, R4-8	Multi-Family, R6-18 (15)	Mixed Use MU (16)	CB
Density: Dwelling unit/acre (6)	4.5 du/ac	6 du/ac (detached single family) 10 du/ac (attached multi family)	12 du/ac	--
Maximum density: Dwelling unit/acre (1)	8	18 du/ac	18 du/ac	
Minimum street setback (3) (18)	20 ft (8)	20 ft (23)	20 ft (23)	None (19, 23)
Minimum side yard setback (3)	5 ft (10)	10 ft (10)	None (20)	25 ft. (18)
Minimum rear yard setback (3)	20 ft	25 ft	None (20)	25 ft. (18)
Base height	30 ft	35 ft (4)	45 ft.	55 ft.
Maximum building coverage: Percentage (5)	40%	40%	-	-

<sup>1</sup>  
Referenced standards can be subsequently amended by the City utilizing the Engineering Design and Development Standards procedure for updates.



Maximum impervious surface: Percentage (5)	50%	70%	85%,75% (22)	85%
Minimum lot area	5,000 sq. ft	-	None	None
Minimum lot area for duplexes (2)	7,200 sq. ft	-	-	-
Minimum lot width (3)	40 ft	70 ft	None	None
Minimum lot frontage on cul-de-sac, sharp curve, or panhandle (16)	20 ft	-	-	-
WCF height (17)	60 ft	60 ft	120 ft	120 ft

(2) Development Conditions.

1. a. The maximum density for may be achieved only through the application of residential density incentive provisions outlined in Chapter 19.26 MMC.
2. The minimum lot sizes for duplexes apply to lots or parcels which existed on or before the effective date of the ordinance codified in this chapter. All new duplex lots created through the subdivision or short subdivision process shall be a minimum of 7,200 square feet in size, must include a "duplex disclosure," and comply with the density requirements of the comprehensive plan (eight units per acre for the Single Family zone).
3. These standards may be modified under the provisions for zero lot line and townhome developments.
4. a. Height limits may be increased when portions of the structure which exceed the base height limit provide one additional foot of street and interior setback beyond the required setback for each foot above the base height limit; provided, that the maximum height may not exceed 60 feet.  
 b. Multiple-family developments, located outside of Planning Area 1, abutting or adjacent to areas zoned as single-family, or areas identified in the comprehensive plan as single-family, may have no more floors than the adjacent single-family dwellings, when single-family is the predominant adjacent land use.
5. Applies to each individual lot. Building coverage and impervious surface area standards for:
  - a. Regional uses shall be established at the time of permit review; or
  - b. Nonresidential uses in residential zones shall comply with MMC 19.12.200.
6. a. The densities listed for the single-family zones are net densities.  
 b. Mobile home parks shall be allowed a maximum density of eight dwelling units per acre, unless located in the SF, R-4.5 or R-6.5 zones, in which case they are limited to the density of the underlying zone.

7. The standards of the R-4.5 zone shall apply if a lot is less than 15,000 square feet in area.

8. On a case-by-case basis, the street setback may be reduced to 10 feet; provided, that at least 20 linear feet of driveway is provided between any garage, carport, or other fenced parking area and the street property line, or the lot takes access from an alley. The linear distance shall be measured in a straight line from the nearest point of the garage, carport or fenced area to the access point at the street property line. In the case of platted lots, no more than two consecutive lots may be reduced to 10 feet.

9. Residences shall have a setback of at least 50 feet from any property line if adjoining an agricultural zone either within or outside the city limits.

10. For townhomes or apartment developments, the setback shall be the greater of:

a. 20 feet along any property line abutting R-4.5 through R-8, and RU zones; or

b. The average setback of the R-4.5 through R-8 zoned single-family detached dwelling units from the common property line separating said dwelling units from the adjacent townhome or apartment development, provided the required setback applied to said development shall not exceed 60 feet. The setback shall be measured from said property line to the closest point of each single-family detached dwelling unit, excluding projections allowed per MMC 19.12.160 and accessory structures existing at the time the townhome or apartment development receives approval by the city.

11. On any lot over one acre in area, an additional five percent may be used for buildings related to agricultural or forestry practices.

12. The maximum building coverage shall be 10 percent where the lot is between 1.0 and 1.25 acres in area. The maximum shall be 15 percent where the lot is less than one acre in area.

13. The impervious surface area shall be:

a. Twenty percent when the lot is between 1.0 and 1.25 acres; and

b. Thirty-five percent when the lot is less than one acre in area.

14. Outside Planning Area 1, in the single-family high density zone, the small lot zone will be allowed through the PRD process with the minimum lot size being 5,000 square feet.

15. Single-family lots and units within the MF, R-12-28 zones shall utilize the dimensional requirements of the R-8 zone, except the base density.

16. Provided that the front yard setback shall be established as the point at which the lot meets the minimum width requirements. On a case-by-case basis, the street setback may be reduced to the minimum of 20 feet; provided, that the portion of the structure closest to the street is part of the "living area," to avoid having the garage become the predominant feature on the lot.

17. Heights may be increased to 160 feet on nonresidential land uses in R zones, including publicly owned facilities, if co-location is provided.

18. A 25-foot setback only required on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.

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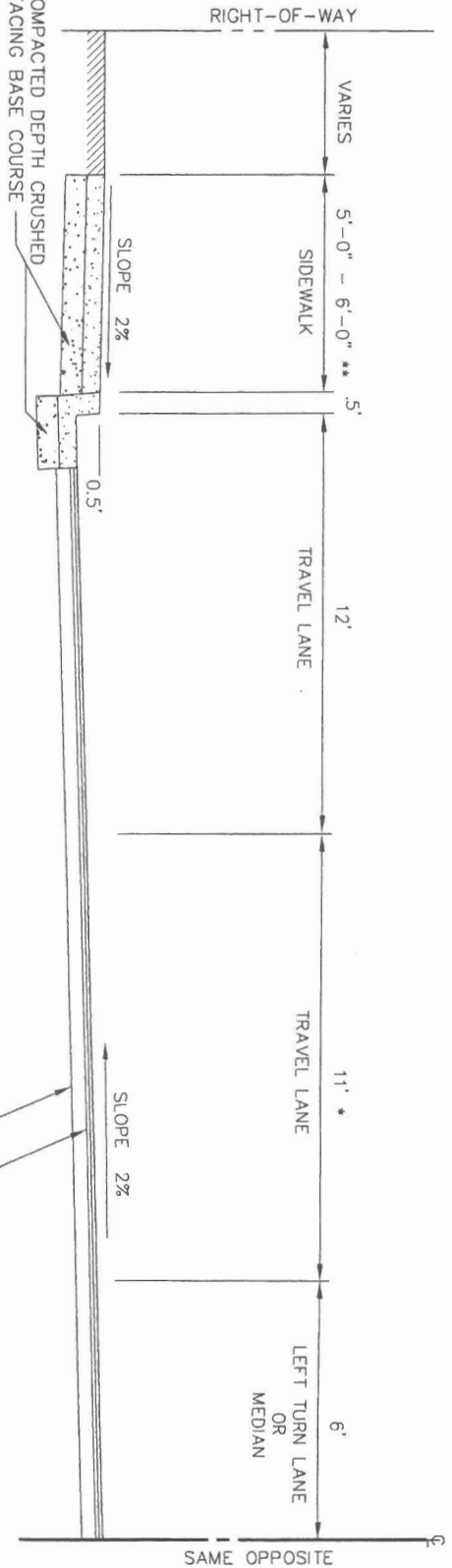
19. Subject to sight distance review at driveways and street intersections.
20. A 20-foot setback is required for multifamily structures. A 20-foot setback is only required for commercial structures on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.
21. A 10-foot setback is only required for multiple-family structures on property lines adjoining single-family residentially designated property, otherwise the minimum setback is five feet.
22. The 85 percent impervious surface percentage applies to commercial developments, and the 75 percent rate applies to multiple-family developments.
23. Required landscaping setbacks for developments on the north side of Soper Hill Road are 25 feet from edge of sidewalk.

EXHIBIT A

Engineering Design and Development Standards for Area Roads and Multi-Use Trails

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NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. ARTERIAL STREETS DESIGNATED AS A STREETSCAPE ROUTE SHALL PROVIDE PLANTER STRIP. SEE APPENDIX B.
7. A MINIMUM SEVEN FOOT SIDEWALK SHALL BE USED IN THE DOWNTOWN CENTRAL BUSINESS DISTRICT.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

\* SEE APPENDIX B FOR NUMBER OF LANES AND RIGHT-OF-WAY WIDTHS  
 \*\* 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

APPROVED BY \_\_\_\_\_  
 MARYSVILLE CITY ENGINEER \_\_\_\_\_  
 DATE \_\_\_\_\_

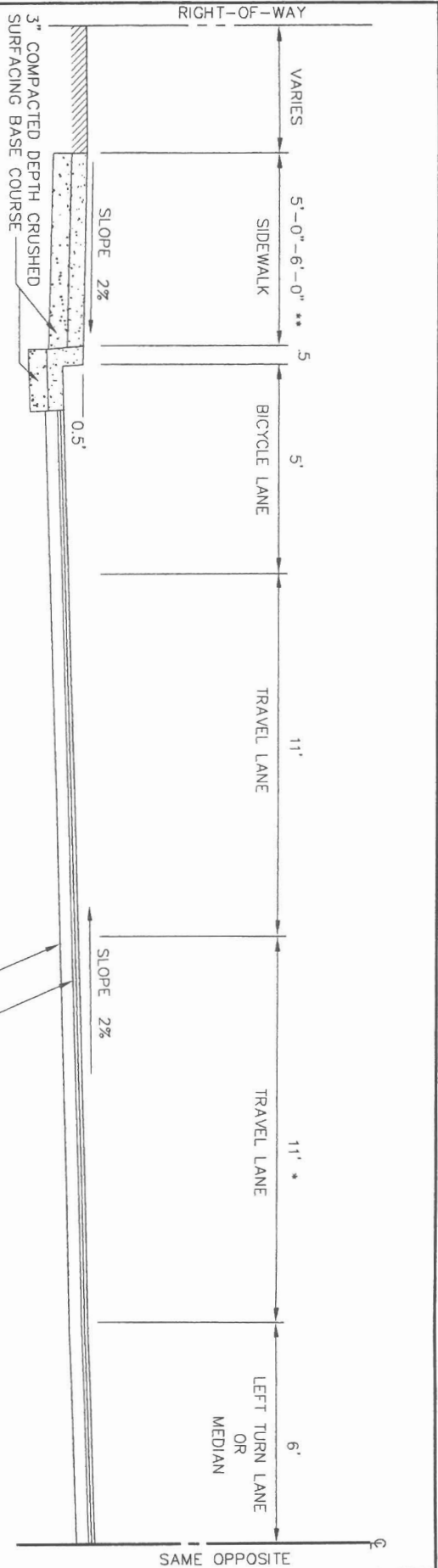
**PRINCIPAL & MINOR ARTERIAL**



COMBINED CURB, GUTTER & SIDEWALK

STANDARD PLAN 3-201-001

LAST REVISED 10/04/06



**NOTES**

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. ARTERIAL STREETS DESIGNATED AS A STREETSCAPE ROUTE SHALL PROVIDE PLANTER STRIP. SEE APPENDIX B.
7. A MINIMUM SEVEN FOOT SIDEWALK SHALL BE USED IN THE DOWNTOWN CENTRAL BUSINESS DISTRICT.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS

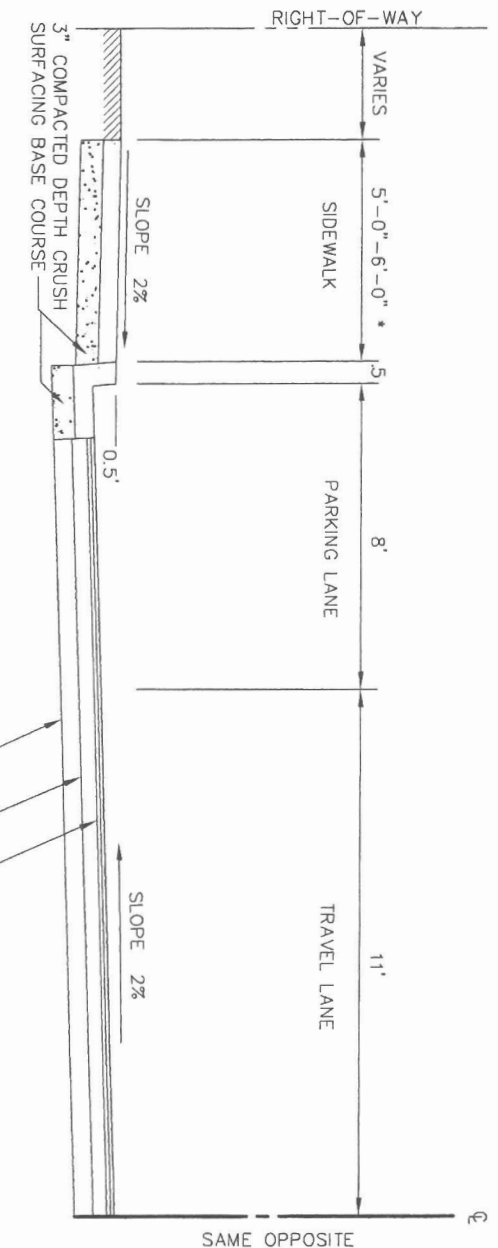
\* SEE APPENDIX B FOR NUMBER OF LANES AND RIGHT-OF-WAY WIDTHS  
 \*\* 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

MINIMUM 3" COMPACTED DEPTH CLASS B ASPHALT CONCRETE  
 MINIMUM 6" COMPACTED DEPTH ASPHALT TREATED BASE COURSE (A.T.B.)

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 MARYSVILLE CITY ENGINEER

**CITY OF Marysville WASHINGTON**  
**PRINCIPAL & MINOR ARTERIAL**  
 BICYCLE CONFIGURATION  
 STANDARD PLAN 3-201-002

LAST REVISED 10/03/06



NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. A 12' TRAVEL LANE AND ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER
7. A COMMERCIAL AND INDUSTRIAL ACCESS APPLICATION MAY REQUIRE A SEVEN FOOT SIDEWALK SECTION.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

\* 6'-0" ADJACENT CURB, 5'-0" PLANTER STRIP

APPROVED BY	DATE
MARYSVILLE CITY ENGINEER	

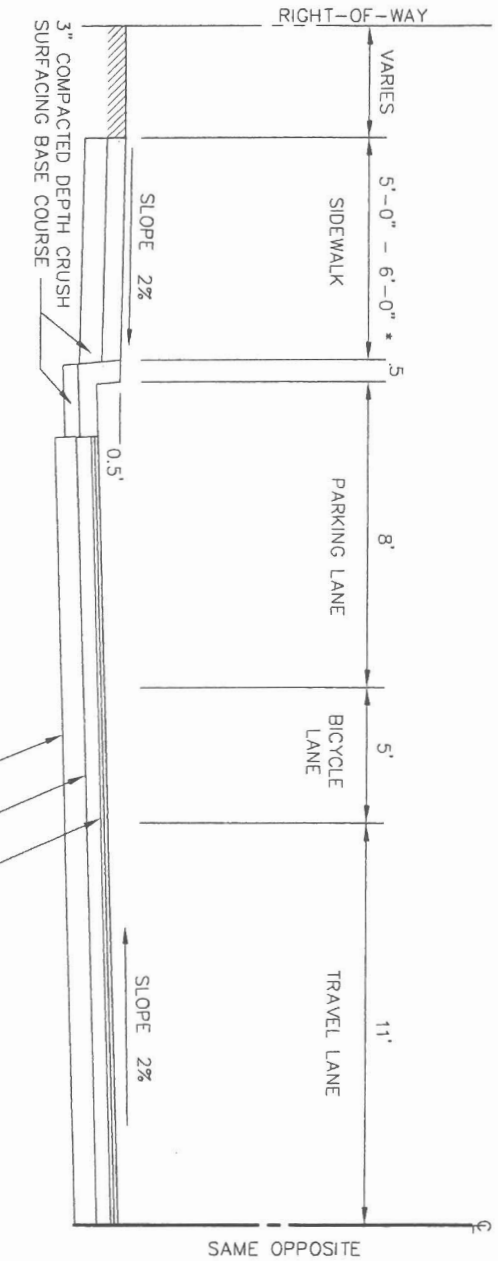
**CITY OF Marysville WASHINGTON**

**COLLECTOR ARTERIAL/COMMERCIAL ACCESS STREET**

COMBINED CURB, GUTTER & SIDEWALK

STANDARD PLAN 3-201-003

LAST REVISED 10/18/06



NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS PER SECTION 3-402.
6. A 12' TRAVEL LANE AND ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER.
7. A COMMERCIAL AND INDUSTRIAL ACCESS APPLICATION MAY REQUIRE A SEVEN FOOT SIDEWALK SECTION.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MALBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

\* 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

MINIMUM 2" COMPACTED DEPTH CLASS B ASPHALT CONCRETE

MINIMUM 4" COMPACTED DEPTH ASPHALT TREATED BASE COURSE (A.T.B.)

MINIMUM 3" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

MARYSVILLE CITY ENGINEER

**CITY OF Marysville WASHINGTON**

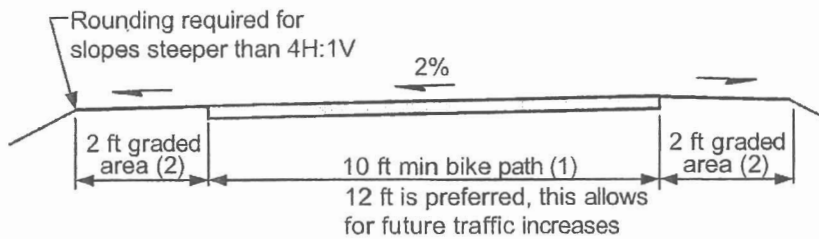
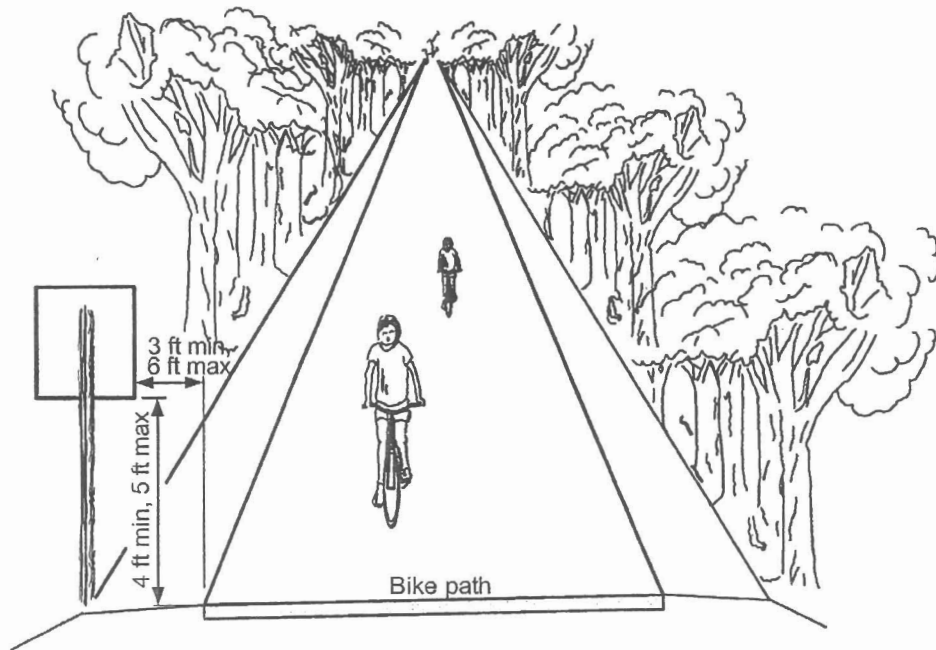
**COLLECTOR ARTERIAL/ COMMERCIAL ACCESS STREET**

BICYCLE CONFIGURATION

STANDARD PLAN 3-201-004

LAST REVISED 10/18/06





NOTE:

- (1) Use 12 to 14 ft when maintenance vehicles use a shared use path as an access road for utilities. Use of 12 to 14 ft paths is recommended when there will be substantial use by bicycles ( $\geq 60$  bicycles per day), or joggers, skaters, and pedestrians (20 per hour). Contact region's Bicycle Coordinator for bicycle use information. See 1020.05(2)(a) for more discussion on bicycle path widths.
- (2) Where the paved width is wider than the minimum required, reduce the graded area accordingly.

**Two-Way Shared Use Path on Separate Right of Way**

*Figure 1020-13*

Exhibit B

Transportation Memo from Perteet Inc.

Land Use Element  
4- 29

Marysville Comprehensive Plan

## **East Sunnyside/Whiskey Ridge Transportation Needs Evaluation**

### **1. Introduction**

The East Sunnyside / Whiskey Ridge neighborhood is located in the southeast corner of the City of Marysville, bounded by Soper Hill Road on the south, Highway 9 on the east, and 64<sup>th</sup> Street (SR 528) on the north. The west boundary of the neighborhood is approximately 75<sup>th</sup> Avenue north of 52<sup>nd</sup> Street, and 67<sup>th</sup> Avenue south of 52<sup>nd</sup> Street.

A significant part of the neighborhood has been under the jurisdiction of Snohomish County, but within the City's Urban Growth Area (UGA) boundary. In this respect, the development of some the transportation infrastructure has been to County standards.

This Transportation Needs Evaluation considers the long-term potential development of the neighborhood (developable land capacity), adjacent neighborhoods inside the City, County, and other jurisdictions. The Transportation Needs Evaluation also considers the existing and future regional roads, transit services, and non-motorized facilities.

### **2. Land Use Assumptions**

The East Sunnyside / Whiskey Ridge neighborhood comprises about 1,822 acres of which there are about 1,585 (87%) gross developable acres and about 1,372 (75%) net developable acres. The neighborhood has several steep hillsides, ravines, creeks, and woods. It is expected that the urban development will be predominantly single family residential (including duplexes), with some multi-family units, a limited amount of neighborhood commercial, and a commercial and mixed use area along Highway 9 from the intersection of SR 92 to Soper Hill Road.

The developable land capacity analysis indicates that the number of dwelling units in the neighborhood could increase from about 910 units today to about 4,275 units in the future, and that employment in the neighborhood could increase from about 34 employees to 733 employees. Development demands are high and full build-out could occur by 2025 or earlier

### **3. Traffic Forecasting Methodology**

The travel forecasting for the East Sunnyside / Whiskey Ridge neighborhood employed the City of Marysville's current T-Model/2 program, which was developed in 2004 to predict traffic volumes for the year 2025. This model covers the City of Marysville and its UGA areas, and uses external traffic inputs from the regional traffic model developed by the Puget Sound Regional Commission (PSRC). Because the East Sunnyside / Whiskey Ridge neighborhood is at the extreme southeast edge of the City's T-Model/2 coverage area, the external inputs create a significant impact on the traffic estimates.

The land use assumptions in the Traffic Analysis Zones (TAZ's) of the City's T-Model that relate to the East Sunnyside / Whiskey Ridge neighborhood were reviewed for compliance with the land use assumptions proposed in the neighborhood plan. The model assumptions were found to be relatively consistent with the neighborhood plan, with two

exceptions. Minor adjustments were made in the assumptions of single-family residences and multi-family residences, and about 100,000 square feet of quasi-institutional space assumed in the T-Model/2 program were transferred to a retail category to more reasonably represent the proposed commercial / mixed use area near Highway 9.

The road network assumptions of the current T-Model/2 program were also revised to include a more direct connection to Highway 9 at the SR-92 intersection. In this case, an arterial road would connect from this key intersection to the 40<sup>th</sup> Street right-of-way near 83<sup>rd</sup> Avenue and continue west to Sunnyside Boulevard.

The T-Model/2 program was revised using these land-use and road network adjustments and run to provide new traffic forecasts for the year 2025.

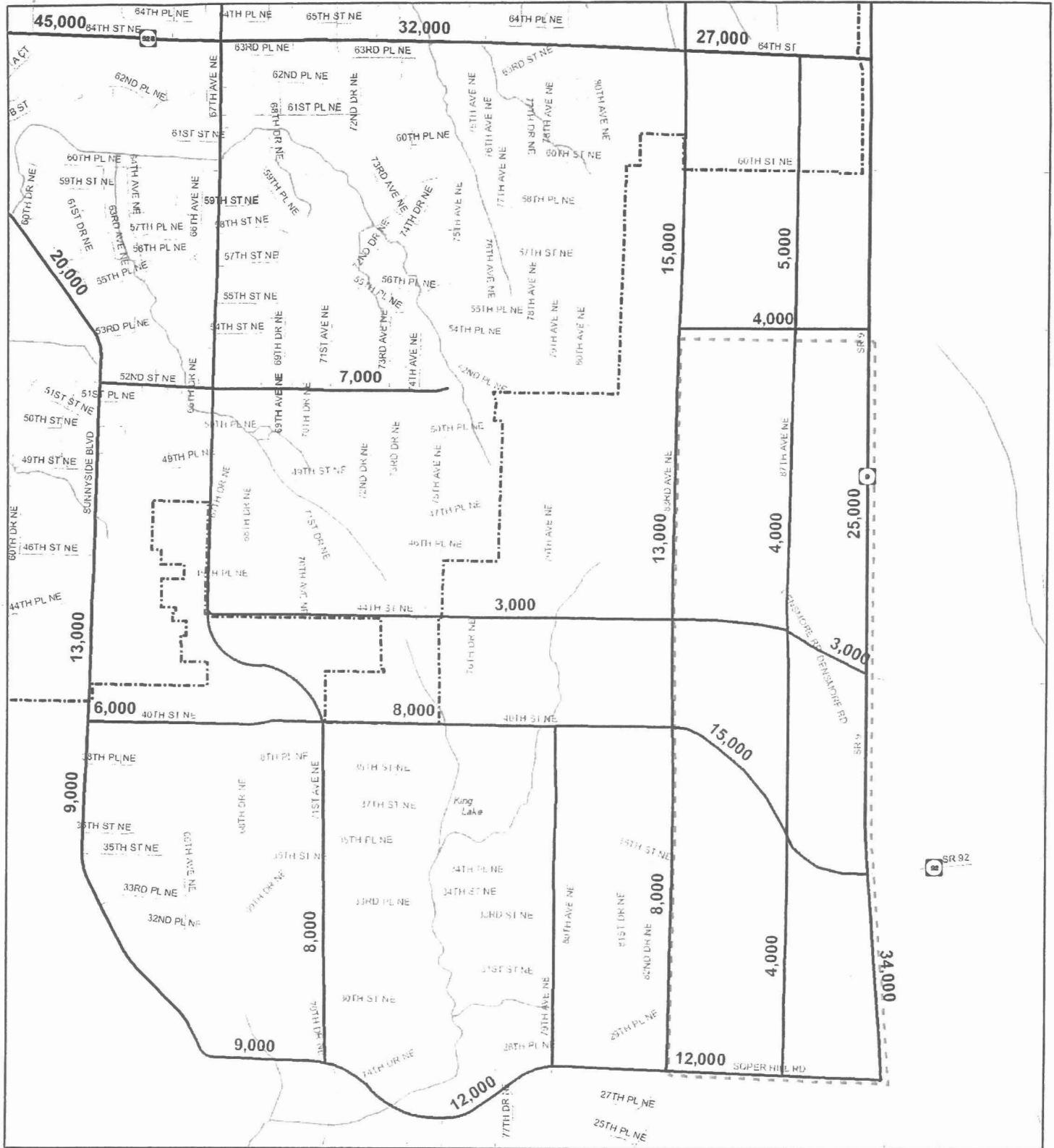
#### 4. Traffic Demands and Arterial Road Facilities

Results from the traffic model indicate that there will be very heavy traffic demands in the east-west and in the north-south directions, as shown on **Figure 1** and summarized on **Table 1**.



The highest volumes in the east-west direction will be on 64<sup>th</sup> Street (SR-528), where traffic demands at the west end of the study area could reach 45,000 vehicles per day. The proposed extension of SR-92 west and north to connect to 40<sup>th</sup> Street could carry up to 15,000 vehicles per day at the east end at SR-9. Soper Hill Road could carry up to 12,000 vehicles per day at the east end.

The highest volumes in the north-south direction will be on SR-9, where traffic demands at the south end of the study area could reach 34,000 vehicles per day. Sunnyside Boulevard could carry up to 20,000 vehicles per day at the north end, and 67<sup>th</sup> and 83<sup>rd</sup> Avenues could carry up to 15,000 vehicles per day each at the north end of the study area.

	<i>Minimum</i>	<i>Maximum</i>
<b>East-West Streets</b>		
64 <sup>th</sup> Street (SR 528)	27,000	45,000
52 <sup>nd</sup> / 54 <sup>th</sup> Street	4,000	7,000
44 <sup>th</sup> Street	3,000	3,000
40 <sup>th</sup> Street to SR-92	6,000	15,000
Soper Hill Road	9,000	12,000
<b>North-South Streets</b>		
Sunnyside Boulevard	9,000	20,000
67 <sup>th</sup> / 71 <sup>st</sup> Avenues	8,000	15,000
83 <sup>rd</sup> Avenue	8,000	15,000
87 <sup>th</sup> Avenue	4,000	5,000
SR-9	25,000	34,000



**City of Marysville**  
**Whiskey Ridge Master Plan**  
**2025 Daily Traffic Volume**

 Master Plan Area  
 Marysville city limits  
 East Sunnyside Neighborhood

December 8, 2006



0 500 1,000 Feet



Figure 1

Based on these analyses, the following road improvements are recommended, as shown on *Figure 2* and summarized in *Table 2*.

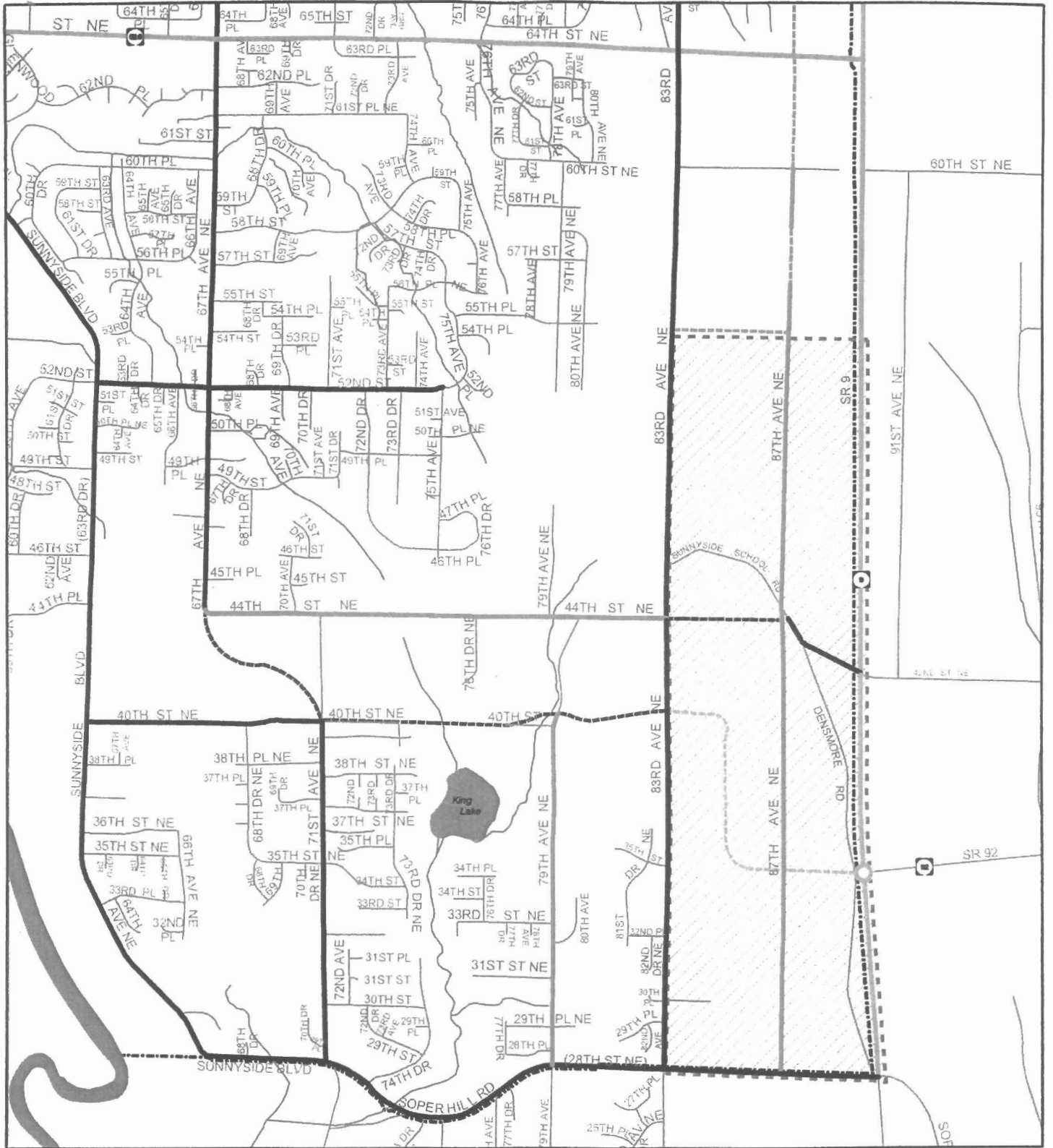
- ***Sunnyside Boulevard / Soper Hill Road*** should be classified as a Minor Arterial and will require at least a three-lane section. Depending on the type of access control (traffic control signals or roundabouts), a center landscaped boulevard may be appropriate. Bike lanes or a multi-purpose road-side path would be appropriate.
- ***67<sup>th</sup> / 71<sup>st</sup> Avenues*** should be a connected route, if possible, from 64<sup>th</sup> Street through to Soper Hill Road and classified as a Minor Arterial with a three-lane section with bike lanes or a road-side path.
- ***79<sup>th</sup> Avenue*** should be classified as a Collector Arterial north of 40<sup>th</sup> Street and designed for two lanes to Soper Hill Road
- ***83<sup>rd</sup> Avenue*** should be classified as a Minor Arterial and designed for three lanes from 64<sup>th</sup> Street (SR528) to Soper Hill Road. This alignment is considered preferable to 87<sup>th</sup> Avenue for the primary north-south arterial because it is more central to the neighborhood.
- ***87<sup>th</sup> Avenue*** should be classified as a Collector Arterial and designed for two lanes with bike lanes. It is not recommended that 87<sup>th</sup> Avenue be a through street from 64<sup>th</sup> Avenue to Soper Hill, because of its proximity to SR-9. Intersections at major cross-streets could eventually back traffic up into intersections at SR-9 if there is significant north-south through-traffic on 87<sup>th</sup> Avenue. However, 87<sup>th</sup> Avenue should be designed for primary commercial access where it crosses other arterial streets such as 35<sup>th</sup> Street with left-turns where appropriate.
- ***40<sup>th</sup> Street*** should be connected from Sunnyside Boulevard to the intersection of SR-92 at SR-9. It should be classified as a Principal Arterial east of 83<sup>rd</sup> Avenue with a five-lane section to accommodate the planned adjacent commercial and higher density housing. West of 83<sup>rd</sup> Avenue, it should be classified as a Minor Arterial and designed with a three-lane section.
- ***44<sup>th</sup> Street*** should be extended to the Sunnyside School Road / Densmore Road intersection and then follow the existing alignment of Sunnyside School Road to the intersection at SR-9. It could continue east of SR-9 to provide access to communities in the unincorporated County. East of 83<sup>rd</sup> Avenue, 44<sup>th</sup> Street should be designated as a Minor Arterial with a three-lane section and bike lanes. West of 83<sup>rd</sup> Avenue, 44<sup>th</sup> Street should be designated as a Collector Arterial with two travel lanes and bike lanes.
- ***Sunnyside School Road*** and ***Densmore Road*** should both be disconnected at 44<sup>th</sup> Street and at 35<sup>th</sup> Street (SR-92 extension) due to their proximity to key SR-9 intersections. The rights-of-way could be used for local access streets and/or a multi-use trail.
- ***54<sup>th</sup> Street*** is recommended as a replacement access route to SR-9 for 60<sup>th</sup> Street, which is considered too close to the major intersection of 64<sup>th</sup> Street (SR-528) at SR-9. The 54<sup>th</sup> Street alignment would be approximately a midpoint between the major 64<sup>th</sup> Street intersection and the recommended 44<sup>th</sup> Street (Sunnyside School Road) intersection on SR-9. This connection to SR-9 should be classified as a

Minor Arterial with a three-lane section and bike lanes. It could also be continued east of SR-9 provide access to communities in the unincorporated County.

- **Neighborhood Collectors** – other streets, such as 60<sup>th</sup> Street and 79<sup>th</sup> Avenue north of 52<sup>nd</sup> Street, could be designated as neighborhood collectors with a two-lane section. Extension of 54<sup>th</sup> Street east of 83<sup>rd</sup> Avenue across the PSE right-of-way could also be considered as a neighborhood collector to provide better access the neighborhood west of 83<sup>rd</sup> Avenue.

**Table 2**  
**Recommended Arterial Road System**

	<b>From</b>	<b>To</b>	<b>Lanes</b>
<b>Principal Arterials</b>			
SR 528 (64 <sup>th</sup> St.)	4 <sup>th</sup> Street	SR-9	5
35 <sup>th</sup> / 40 <sup>th</sup> Street (SR92 extension)	83 <sup>rd</sup> Street	SR-9	5
<b>Minor Arterials</b>			
Sunnyside Boulevard	3 <sup>rd</sup> Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	3
83 <sup>rd</sup> Avenue	64 <sup>th</sup> Street	Soper Hill Road	3
67 <sup>th</sup> Avenue	64 <sup>th</sup> Street	44 <sup>th</sup> Street	3
67 <sup>th</sup> / 71 <sup>st</sup> Avenues	44 <sup>th</sup> Street	Soper Hill Road	3
52 <sup>nd</sup> Street	Sunnyside	75 <sup>th</sup> Avenue	3
54 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
44 <sup>th</sup> Street	83 <sup>rd</sup> Avenue	SR-9	3
40 <sup>th</sup> Street	Sunnyside	83 <sup>rd</sup> Avenue	3
<b>Collector Arterials</b>			
44 <sup>th</sup> Street	67 <sup>th</sup> Avenue	83 <sup>rd</sup> Avenue	2
79 <sup>th</sup> Avenue	40 <sup>th</sup> Street	Soper Hill Road	2
87 <sup>th</sup> Avenue	64 <sup>th</sup> Street	Soper Hill Road	2



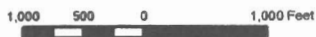
City of Marysville

# Whiskey Ridge Master Plan

## Arterial Functional Classifications

- |                 |                  |                             |
|-----------------|------------------|-----------------------------|
| <b>ARTERIAL</b> | <b>CONNECTOR</b> | Master Plan Area            |
| PRINCIPLE       | PRINCIPLE        | Marysville city limits      |
| MINOR           | MINOR            | East Sunnyside Neighborhood |
| COLLECTOR       | COLLECTOR        |                             |
| STREET          |                  |                             |

January 2007





## 5. Transit Facilities

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64<sup>th</sup> Street (SR-528) connecting Lake Stevens to Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67<sup>th</sup> Street. Service is limited to the morning and afternoon commuter hours.

Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64<sup>th</sup> Street, which limits the existing coverage to East Sunnyside residents within 1,500 feet of 64<sup>th</sup> Street.

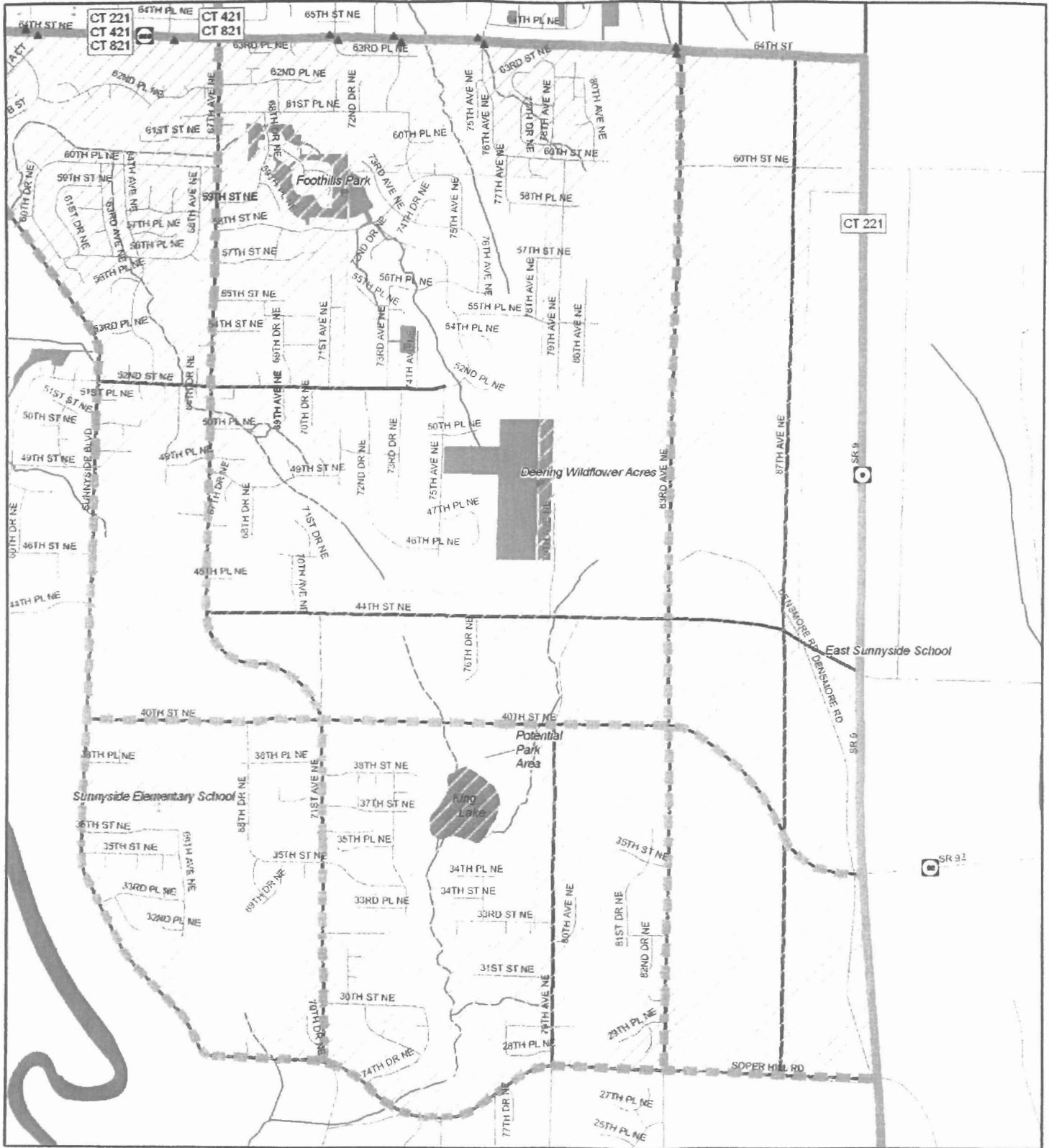
As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a minor arterial street within the Whiskey Ridge community, such as 83<sup>rd</sup> Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following Principal and Minor Arterial streets should include provisions for future bus routes as shown on **Figure 3**:

- Sunnyside Boulevard
- Soper Hill Road
- 40<sup>th</sup> Street to the SR-92 intersection at SR-9
- 83<sup>rd</sup> Avenue
- 67<sup>th</sup> / 71<sup>st</sup> Avenues

Assuming that bus routes will continue to operate on 64<sup>th</sup> Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on **Figure 3**. As the neighborhood develops, the City should work with Community Transit to provide new bus routes on the designated arterial streets.



**City of Marysville**  
**Whiskey Ridge Master Plan**  
**Transit Service**

January 2007

- Marysville city limits
- Existing Community Transit Routes
- Schools
- Existing Community Transit Stops
- Parks
- Potential Transit Streets
- Potential Transit Service Coverage Area



1 030 330 0 Feet



Figure 3

## 6. Non-motorized Facilities

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose path is provided.

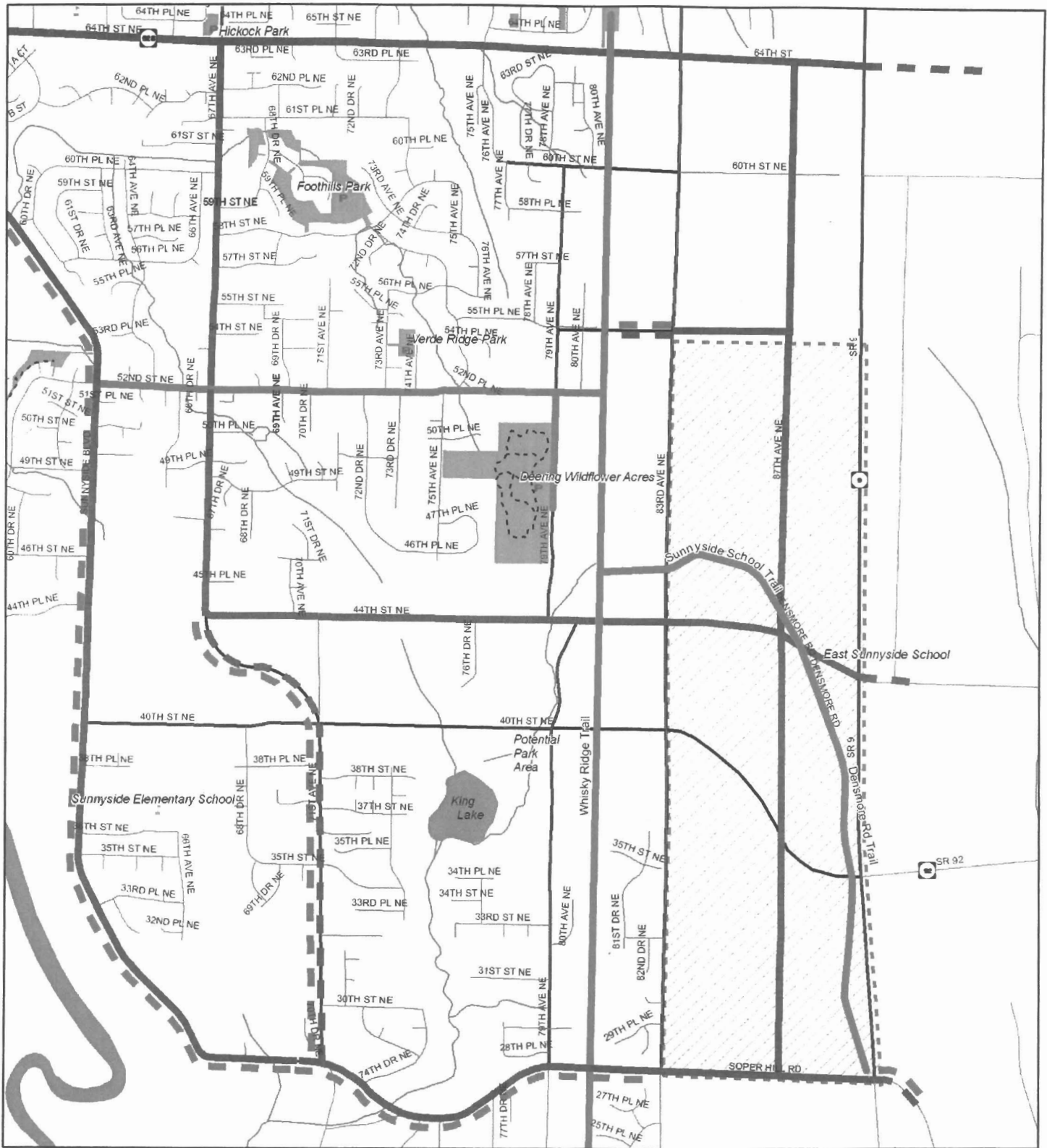
A network of trails and bike lanes is shown on *Figure 4*.

*Multi-purpose Paths and Trails* are recommended in the following corridors:

- *Densmore / Sunnyside School Road* right-of-way should be converted to a north-south trail or a local access road with a road-side path.
- *A PSE Corridor* runs parallel and west of 79<sup>th</sup> Avenue from Soper Hill Road to 64<sup>th</sup> Street and beyond, which would provide an excellent right-of-way for a trail. Proposed as the Whiskey Ridge Trail, it would provide excellent north-south connections to homes, parks, shops and bus routes
- *52<sup>nd</sup> Street* would provide an excellent east-west opportunity for a road-side path to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

*Bike Lanes (or multi-use road-side paths)* are recommended in the following corridors:

- *64<sup>th</sup> Street (SR-528)* is a connector route for commuter-type bike lanes.
- *Sunnyside Boulevard / Soper Hill Road* corridor should include bike lanes and sidewalks or a multi-use road-side path.
- *67<sup>th</sup> / 71<sup>st</sup> Avenues* from 64<sup>th</sup> Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side path.
- *44<sup>th</sup> Street* could be a preferably route to 40<sup>th</sup> Street for bike lanes from 67<sup>th</sup> Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67<sup>th</sup> Avenue to Sunnyside Boulevard would be desirable.
- *54<sup>th</sup> Street/55<sup>th</sup> Place* could use bike lanes or a trail to provide continuity of the 52<sup>nd</sup> Street path east to the Whiskey Ridge (PSE) Trail and SR-9.
- *87<sup>th</sup> Avenue* is a preferable to 83<sup>rd</sup> Avenue as a north-south route for bike lanes or a multi-use road-side path due to the proximity of 83<sup>rd</sup> Avenue to the proposed Whiskey Ridge Trail and since 87<sup>th</sup> Avenue would also provide continuity of the Densmore / Sunnyside School Trail.



City of Marysville

**Whiskey Ridge Master Plan  
Parks, Routes, and Trails**

January 2007



1,000 500 0 Feet



- Master Plan Area
- Marysville city limits
- Multi-use Path/Trail
- Bicycle Lanes
- Schools
- Parks

Figure 4

## Chapter 19.26 RESIDENTIAL DENSITY INCENTIVES

Sections:

- 19.26.010 Purpose.
- 19.26.020 Permitted locations of residential density incentives.
- 19.26.030 Public benefits and density incentives.
- 19.26.040 Density bonus recreation features.
- 19.26.050 Rules for calculating total permitted dwelling units.
- 19.26.060 Review process.
- 19.26.070 Minor adjustments in final site plans.
- 19.26.080 Applicability of development standards.

### **19.26.010 Purpose.**

The purpose of this chapter is to provide density incentives to developers of residential lands in exchange for public benefits to help achieve comprehensive plan goals of creation of quality places and livable neighborhoods, affordable housing, open space protection, historic preservation, energy conservation, and environmentally responsible design by:

- (1) Defining in quantified terms the public benefits that can be used to earn density incentives;
- (2) Providing rules and formulae for computing density incentives earned by each benefit;
- (3) Providing a method to realize the development potential of sites containing unique features of size, topography, environmental features or shape; and
- (4) Providing a review process to allow evaluation of proposed density increases and the public benefits offered to earn them, and to give the public opportunities to review and comment. (Ord. 2131, 1997).

### **19.26.020 Permitted locations of residential density incentives.**

Residential density incentives (RDI) shall be used only on sites served by public sewers and only in the following zones:

- (1) In R-12 through R-28 zones;
- (2) Planned residential developments; and
- (3) In MU, CB, GC and DC zones.
- (4) SF, MF, and MU zones within the Whiskey Ridge master plan. (Ord. 2411 § 1, 2002; Ord. 2131, 1997).

### **19.26.030 Public benefits and density incentives.**

(1) The public benefits eligible to earn increased densities, and the maximum incentive to be earned by each benefit, are set forth in subsection (5) of this section. The density incentive is expressed as additional bonus dwelling units (or fractions of dwelling units) earned per amount of public benefit provided. Where a range is specified, the earned credit will be determined by the Community Development Director during project review:

- (2) Bonus dwelling units may be earned through any combination of the listed public benefits.
- (3) Residential development in R-12 through R-28 zones with property-specific development standards requiring any public benefit enumerated in this chapter shall be eligible to earn bonus dwelling units as set forth in subsection (5) of this section when the public benefits provided exceed the basic development standards of this title. When a

Chapter 19.26 – Residential Density Incentives

01/23/2007 - Page 1 of 7

development is located in a special overlay district, bonus units may be earned if the development provides public benefits exceeding corresponding standards of the special district.

(4) The guidelines for affordable housing bonuses, including the establishment of rental levels, housing prices and asset limitations, will be updated and adopted annually by the community development department. The update shall occur no later than June 30th of each year.

(5) The following are the public benefits eligible to earn density incentives through RDI review:

Benefit	Density Incentive
<p>1. Affordable Housing</p> <p>a. Benefit units consisting of rental housing permanently priced to serve nonelderly low-income households (i.e., no greater than 30 percent of gross income for household at or below 50 percent of Snohomish County median income, adjusted for household size). A covenant on the site that specifies the income level being served, rent levels and requirements for reporting to the city shall be recorded at final approval.</p>	<p>1.5 bonus units per benefit, up to a maximum of 30 low-income units per five acres of site area; projects on sites of less than five acres shall be limited to 30 low-income units.</p>
<p>b. Benefit units consisting of rental housing designed and permanently priced to serve low-income senior citizens (i.e., no greater than 30 percent of gross income for one- or two-person households, one member of which is 62 years of age or older, with incomes at or below 50 percent of Snohomish County median income, adjusted for household size). A covenant on the site that specifies the income level being served, rent levels and requirements for reporting to the city of Marysville shall be recorded at final approval.</p>	<p>1.5 bonus units per benefit, up to a maximum of 60 low-income units per five acres of site area; projects on sites of less than five acres shall be limited to 60 low-income units.</p>
<p>c. Benefit units consisting of mobile home park space or pad reserved for the relocation of an insignia or noninsignia mobile home, that has been or will be displaced due to closure of a mobile home park located in the city of Marysville.</p>	<p>1.0 bonus unit per benefit unit.</p>
<p>2. Public Facilities (Schools, Public Buildings or Offices, Trails and Active Parks)</p> <p>a. Dedication of public facilities site or trail right-of-way meeting city of Marysville or agency location and size standards for</p>	<p>10 bonus units per usable acre of public facility land or quarter-mile of trail exceeding the minimum requirements outlined in other sections of this title.</p>

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the proposed facility type.	
b. Improvement of dedicated public facility site to city of Marysville standards for the proposed facility type.	2-10 (range dependent on facility improvements) bonus units per acre of improvement. If the applicant is dedicating the site of the improvements, the bonus units earned by improvements shall be added to the bonus units earned by the dedication.
c. Improvement of dedicated trail segment to city of Marysville standards.	1.8 bonus units per quarter-mile of trail constructed to city standard for pedestrian trails; or 2.5 bonus units per quarter-mile of trail constructed to city standard for multipurpose trails (pedestrian/bicycle/equestrian). Shorter segments shall be awarded bonus units on a pro rata basis. If the applicant is dedicating the site of the improvements, the bonus units earned by improvements shall be added to the bonus units earned by the dedication.
d. Dedication of open space, meeting city of Marysville acquisition standards, to the city, county or a qualified public or private organization such as a nature conservancy.	.2 bonus unit per acre of open space.
3. Community Image and Identity a. Installation and/or dedication of an identified city gateway (per City of Marysville gateways master plan)	5 bonus units per "Medium Scale - Cantilevered" gateway installation (final design, landscaping and signage)  6 bonus units per "Large Scale-Horizontal" gateway installation (final design, landscaping and signage)  10 bonus units per "Informational Reader Board" gateway installation (final design, landscaping and signage)  10 bonus units per civic space gateway (Comeford Park) improvement (final design, landscaping and signage) 5 bonus units per large gateway improvement (final design, landscaping and signage)
4. Historic Preservation a. Dedication of a site containing an historic landmark to the city of Marysville	.5 bonus unit per acre of historic site.

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1-5 bonus units per gateway or corridor improvement (range dependent on gateway selected).

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or a qualifying nonprofit organization capable of restoring and/or maintaining the premises to standards set by Washington State Office of Archaeology and Historic Preservation.	
b. Restoration of a site or structure designated as an historic landmark.	.5 bonus unit per acre of site or 1,000 square feet of floor area of building restored.
5. Locational/Mixed Use a. Developments located within a quarter-mile of transit routes, and within one mile of fire and police stations, medical, shopping, and other community services.	5 percent increase above the base density of the zone.
b. Mixed use developments over one acre in size having a combination of commercial and residential uses.	10 percent increase above the base density of the zone.
6. Storm Drainage Facilities Dual use retention/detention facilities a. Developments that incorporate active recreation facilities that utilize the storm water facility tract.	<del>5 bonus units per acre of the stormwater facility tract used for active recreation.</del>
b. Developments that incorporate passive recreation facilities that utilize the storm water facility tract.	<del>2 bonus units per acre of the stormwater facility tract used for passive recreation.</del>
7. Project Design a. Preservation of substantial overstory vegetation (not included within a required NGPA). No increase in permitted density shall be permitted for sites that have been cleared of evergreen trees within two years prior to the date of application for PRD approval. Density increases granted which were based upon preservation of existing trees shall be forfeited if such trees are removed between the time of preliminary and final approval and issuance of building permits.	Five percent increase above the base density of the zone.
b. Retention or creation of a perimeter buffer, composed of existing trees and vegetation, additional plantings, and/or installation of fencing or landscaping, in order to improve design or compatibility between neighboring land uses.	1 bonus unit per 500 lineal feet of perimeter buffer retained, enhanced or created (when not otherwise required by city code).
c. <del>Project area assembly involving 20 acres or more, incorporating a mixture of housing types (detached/attached) and densities.</del>	<del>10 percent increase above the base density of the zone.</del>

**Deleted:** 1-3 bonus units per development (range dependent on size of tract(s), facility improvements and long-term maintenance provisions)

**Deleted:** 1-3 bonus units per development (range dependent on size of tract(s), facility improvements and long-term maintenance provisions)



<p>d. <u>Private park and open space facilities integrated into project design.</u></p>	<p>5 bonus units per improved acre of park and open space area. Ongoing facility maintenance provisions are required as part of RDI approval.</p>
<p>8. Energy Conservation a. Benefit units that incorporate conservation features in the construction of all on-site dwelling units qualifying as Energy Star Homes per Washington State Energy Code, as amended.</p>	<p>0.10 bonus unit per benefit unit that achieves the required savings.</p>
<p>9. Low Impact Development (LID) a. Integration of LID measures in project design and stormwater facility construction.</p>	<p>5-10 percent increase over base density (range dependent on degree of LID integration in project design and construction)</p>
<p>10. Pedestrian Connections and Walkability. a. Construction of an identified pedestrian/bicycle deficiency (per city of Marysville improvement plan). Improvements may consist of paved shoulder, sidewalk or detached path or walkway depending on adjoining conditions.</p>	<p><del>1 bonus unit per 75 lineal feet of frontage improvement (curb, gutter, sidewalks) on minor arterial streets. (Fee in lieu of improvement at \$15,000 per bonus unit).</del>  <del>1 bonus unit per 100 lineal feet of frontage improvement (curb, gutter, sidewalks) on neighborhood collector or collector arterial streets.</del>          1 bonus unit per 300 lineal feet of walkway improvement (7' paved shoulder or walkway) (Rate may be increased if additional right of way is required)</p>

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Deleted: 2-10 bonus units per improvement (range dependent on priority, length and cost of improvement).

**19.26.040 Density bonus recreation features.**

(1) Active recreation features qualifying for a density bonus shall include one or more of the following:

- (a) Multipurpose sport court;
- (b) Basketball court;
- (c) Tennis court;
- (d) Tot lot with play equipment (soft surface);
- (e) Any other active recreation use approved by the director.

(2) Passive recreation qualifying for density bonus shall include one or more of the following:

- (a) Open play areas;
- (b) Pedestrian or bicycle paths;
- (c) Picnic areas with tables and benches;
- (d) Gazebos, benches and other resident gathering areas;
- (e) Community gardens;
- (f) Nature interpretive areas;
- (g) Waterfalls, fountains, streams;
- (h) Any other passive recreation use approved by the director.

(3) Design in ponds as dual use storm water retention/detention and/or recreation facilities.

(a) The facility should be designed with emphasis as a recreation area, not a storm water control structure. The majority of the storm water retention/detention tract shall be designed as usable open recreation area.

(b) Control structures shall not be prominently placed. Care should be taken to blend them into perimeter of the recreation area.

(c) Ponds used as recreation areas shall have a curvilinear design with a shallow water safety bench. (Ord. 2481 § 2, 2003).

#### **19.26.050 Rules for calculating total permitted dwelling units.**

The total dwelling units permitted through RDI review shall be calculated using the following steps:

(1) Calculate the number of dwellings permitted by the base density of the site in accordance with Chapter 19.12 MMC;

(2) Calculate the total number of bonus dwelling units earned by providing the public benefits listed in MMC 19.26.040;

(3) Add the number of bonus dwelling units earned to the number of dwelling units permitted by the base density;

(4) Round fractional dwelling units down to the nearest whole number; and

(5) On sites with more than one zone or zone density, the maximum density shall be calculated for the site area of each zone. Bonus units may be reallocated within the zone in the same manner set forth for base units in MMC 19.12.180. (Ord. 2131, 1997).

#### **19.26.060 Review process.**

(1) All RDI proposals shall be reviewed concurrently with a primary proposal to consider the proposed site plan and methods used to earn extra density as follows:

(a) For the purpose of this section, a primary proposal is defined as a proposed rezone, conditional use permit or commercial building permit;

(b) When the primary proposal requires a public hearing, the public hearing on the primary proposal shall serve as the hearing on the RDI proposal, and the reviewing authority shall make a consolidated decision on the proposed development and use of RDI;

(c) When the primary proposal does not require a public hearing under this title, the RDI proposal shall be subject to the decision criteria for conditional use permits outlined in Chapter 19.52 MMC and to the procedures set forth for planning director review in this title; and

(d) The notice for the RDI proposal also shall include the development's proposed density and a general description of the public benefits offered to earn extra density.

(2) RDI applications which propose to earn bonus units by dedicating real property or public facilities shall include a letter from the applicable receiving agency certifying that the proposed dedication qualifies for the density incentive and will be accepted by the agency or other qualifying organization. The city of Marysville shall also approve all proposals prior to granting density incentives to the project. The proposal must meet the intent of the RDI chapter and be consistent with the City of Marysville comprehensive plan. (Ord. 2131, 1997).

#### **19.26.070 Minor adjustments in final site plans.**

When issuing building permits in an approved RDI development, the department may allow minor adjustments in the approved site plan involving the location or dimensions of buildings or landscaping, provided such adjustments shall not:

(1) Increase the number of dwelling units;

- (2) Decrease the amount of perimeter landscaping (if any);
- (3) Decrease residential parking facilities (unless the number of dwelling units is decreased);
- (4) Locate structures closer to any site boundary line; or
- (5) Change the locations of any points of ingress and egress to the site. (Ord. 2131, 1997).

**19.26.080 Applicability of development standards.**

(1) RDI developments shall comply with dimensional standards of the zone with a base density most closely comparable to the total approved density of the RDI development.

(2) RDI developments in the R-12 through R-28 zones and the mixed use zone shall be landscaped in accordance with Chapter 19.16 MMC.

(3) RDI developments shall provide parking as follows:

(a) Projects with 100 percent affordable housing shall provide one off-street parking space per unit. The planning director may require additional parking, up to the maximum standards for attached dwelling units, which may be provided in common parking areas.

(b) All other RDI proposals shall provide parking consistent with Chapter 19.18 MMC.

(4) RDI developments shall provide on-site recreation space at the levels required in Chapter 19.14 MMC. (Ord. 2131, 1997).

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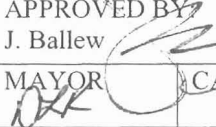

Installation of an identified community improvement (per comprehensive plan neighborhood project needs list).

2-5 bonus units per improvement (range dependent on project selected).

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

CITY COUNCIL MEETING DATE: February 26, 2007

AGENDA ITEM: Cedarcrest Golf Course Marketing Agreement with Golf Cart Marketing, Las Vegas, Nevada	AGENDA SECTION:
PREPARED BY: Peter Collieran, Golf Course Superintendent	AGENDA NUMBER:
ATTACHMENTS: Agreement	APPROVED BY: J. Ballew
	MAYOR  CAO 
BUDGET CODE:	AMOUNT:

**Summary:**

Golf Cart marketing of Las Vegas Nevada will install vinyl banners on all golf carts owned by the City at Cedarcrest Golf Course adorned with a national brand advertiser on each panel. Golf Cart Marketing will provide and maintain all banners at their cost. Cedarcrest Golf Course will receive up to \$50 per cart, per month for the rights to provide advertisements authorized by the City. The following schedule is applied per installation.

Program Type:	Front	Back	Front and Back
Fee Paid	\$30	\$20	\$50

Potential fees paid to Cedarcrest per year are as follows:

40 carts	Per Month	Annual
Front Only	\$1200	\$14,400
Back Only	\$800	\$9,600
Front and back	\$2000	\$24,000

Advertising of alcohol, tobacco or adult related products or immediate competitors would not be authorized.

**Recommended Action:**

Staff recommends the City Council authorize the Mayor to sign the Golf Course Agreement with Golf Cart Marketing of Las Vegas Nevada to initiate a promotional marketing banner program at Cedarcrest Golf Course effective 2007.



# Golf Course Agreement

5348 Vegas Drive Las Vegas, NV 89108 Phone 877.846.9584 Fax 877.817.5617 www.GolfCartMarketing.com

Date:  Code:  Director:

## Course Info

Golf Course:  Contact:   
 Address:  City/State:  Zip:   
 Phone:  Fax:  Email:

## Details

Number of Holes:   Public  Semi-Private  Private  
 Select Program Type: Front  Back  Both

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Rounds Played:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Greens Fees:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Total Carts	Measure the width of the front and back of the carts between the poles	Front	# Carts		Width		Front	# Carts		Width		Back	# Carts		Width	
<input type="text"/>			<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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## Rates

Program Type:	Front	Back	Front & Back
Fee Paid:	\$30	\$20	\$50

## Agreement

(Fees are paid on a per cart, per month basis)

The Golf Course Agreement ("Agreement") is dated as of the above date between Golf Cart Marketing, Inc., having its principal place of business at 5348 Vegas Dr., Las Vegas, NV 89108, United States (hereinafter referred to as "Golf Cart Marketing"), and the Golf Course listed above, (hereinafter referred to as "Golf Course"). This agreement is for the purpose of allowing Golf Cart Marketing to place Vinyl Visors (TM) on the Golf Course's golf carts. Both parties will agree to the following terms.

**Right of Refusal** The Golf Course has the right of refusal of any advertisement that they deem inappropriate for their golf facility. Golf Cart Marketing will submit samples of signage for the Golf Course to review before the campaign begins.

**Payment to the Golf Course** Golf Cart Marketing shall pay the Golf Course the fees stated above for displaying the Vinyl Visors on their golf carts according to instructions given to the course by Golf Cart Marketing. Golf Cart Marketing shall pay the Golf Course in the beginning of each month for all advertising displayed for that month. Golf Cart Marketing shall not be liable for payments for advertising that extend beyond the campaign dates set by Golf Cart Marketing.

**Placement of Vinyl Visors** The Vinyl Visors will be placed in the visor position on the front and/or back of the golf cart between the poles at the top just below the roof. The front or the back of the golf cart is determined by the program that the advertiser has selected.

**Installation and Removal of Vinyl Visors** The Regional Director of Golf Cart Marketing, Deuane Kuenzi, will be responsible for placing and maintaining the Vinyl Visors on the golf carts. The City of Marysville, Washington will not be held responsible in the event of vandalism to the Vinyl Visors. Should vandalism occur, or the Vinyl Visors be damaged in any way, Golf Cart Marketing will replace the Vinyl Visors within 24 hours of being notified by the Golf Course at no cost to the Golf Course or The City of Marysville, Washington. Further, Deuane Kuenzi will be responsible for removing all Vinyl Visors at the end of the campaign.

**Length of Contract** The length of term of this contract will be from one year from the date of this agreement and will automatically renew itself each year.

**Termination of Contract** Termination of this contract can be made by either party at any time by giving a thirty (30) day advanced notice in writing.

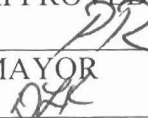

## Signatures

Client Signature:  Dennis L Kendall Director: \_\_\_\_\_  
 Print Name: DENNIS L KENDALL Executive Director: \_\_\_\_\_  
 Title: MAYOR  
 Date: 1/30/2007

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: February 26, 2007**

<b>AGENDA ITEM:</b> Professional Services Agreement with RH2 Engineering for Design Services on the Lake Goodwin Well Site Improvements Project	<b>AGENDA SECTION:</b> New Business	
<b>PREPARED BY:</b> David Zull, P.E., Project Manager	<b>AGENDA NUMBER:</b>	
<b>ATTACHMENTS:</b> Professional Services Agreement	<b>APPROVED BY:</b>	
	MAYOR 	CAO 
<b>BUDGET CODE:</b> 40220594.563000 W0605	<b>AMOUNT:</b> \$155,279.00	

This Professional Services Agreement will provide the City with design services for the Lake Goodwin Well Site Improvements project. The recommended consultant for this work is RH2 Engineering. After reviewing several Consultants' qualifications, the selection committee ultimately determined that RH2 was best-suited for this project.

It is staff's opinion that the negotiated fee of \$155,279.00 is fair and consistent with industry standard for the type of work at hand. Furthermore, RH2 has a proven track record with the City and they perform excellent work. In light of these facts staff is confident that the City would be well-served by RH2 working on this project.

<b>RECOMMENDED ACTION:</b> Staff recommends that the Council authorize the Mayor to sign Professional Services Agreement in the amount of \$155,279.00 with RH2 Engineering.
<b>COUNCIL ACTION:</b>

**PROFESSIONAL SERVICES AGREEMENT BETWEEN  
CITY OF MARYSVILLE  
AND RH2 ENGINEERING  
FOR ENGINEERING SERVICES**

**COPY**

THIS AGREEMENT, made and entered into in Snohomish County, Washington, by and between CITY OF MARYSVILLE, hereinafter called the "City," and RH2 ENGINEERING, a Washington corporation, hereinafter called the "Consultant."

WHEREAS, the Consultant has represented, and by entering into this Agreement now represents, that the firm and all employees assigned to work on any City project are in full compliance with the statutes of the State of Washington governing activities to be performed and that all personnel to be assigned to the work required under this agreement are fully qualified and properly licensed to perform the work to which they will be assigned.

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances contained hereinbelow, the parties hereto agree as follows:

**ARTICLE I. PURPOSE**

The purpose of this agreement is to provide the City with engineering services to improve the Lake Goodwin Well site including disinfection improvements as described in Article II. The general terms and conditions of relationships between the City and the Consultant are specified in this agreement.

**ARTICLE II. SCOPE OF WORK**

The scope of work is set out in the attached "Scope of Services," **Exhibit A**. All services and materials necessary to accomplish the tasks outlined in **Exhibit A** shall be provided by the Consultant unless noted otherwise in the scope of services or this agreement.



**ARTICLE III. OBLIGATIONS OF THE CONSULTANT**

III.1 **MINOR CHANGES IN SCOPE.** The Consultant shall accept minor changes, amendments, or revision in the detail of the work as may be required by the City when such changes will not have any impact on the service costs or proposed delivery schedule. Extra work, if any, involving substantial changes and/or changes in cost or schedules will be addressed as follows:

**Extra Work.** The City may desire to have the Consultant perform work or render services in connection with each project in addition to or other than work provided for by the expressed intent of the scope of work in the scope of services. Such work will be considered as extra work and will be specified in a written supplement to the scope of services, to be signed by both parties, which will set forth the nature and the scope thereof. All proposals for extra work or services shall be prepared by the Consultant at no cost to the City. Work under a supplemental agreement shall not proceed until executed in writing by the parties.

III.2 **WORK PRODUCT AND DOCUMENTS.** The work product and all documents listed in the scope of services shall be furnished by the Consultant to the City, and upon completion of the work shall become the property of the City, except that the Consultant may retain one copy of the work product and documents for its records. The Consultant will be responsible for the accuracy of the work, even though the work has been accepted by the City.

In the event that the Consultant shall default on this agreement or in the event that this contract shall be terminated prior to its completion as herein provided, all work product of the Consultant, along with a summary of work done to date of default or termination, shall become the property of the City. Upon request, the Consultant shall tender the work product and summary to the City. Tender of said work product shall be a prerequisite to final payment under this contract. The summary of work done shall be prepared at no additional cost to the City.

Consultant will not be held liable for reuse of these documents or modifications thereof for any purpose other than those authorized under this Agreement without the written authorization of Consultant.

III.3 **TIME OF PERFORMANCE.** The Consultant shall be authorized to begin work under the terms of this agreement upon signing of both the scope of services and this agreement and shall completed by March 31, 2008, unless a mutual written agreement is signed to change the schedule. An extension of the time for completion may be given by the City due to conditions not expected or anticipated at the time of execution of this agreement.

III.4 **NONASSIGNABLE.** The services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

III.5 **EMPLOYMENT.** Any and all employees of the Consultant, while engaged in the performance of any work or services required by the Consultant under this agreement, shall be considered employees of the Consultant only and not of the City, and any and all claims that may or might arise under the Workman's Compensation Act on behalf of any said employees while so engaged, and any and all claims made by any third party as a consequence of any negligent act or omission on the part of the Consultant or its employees while so engaged in any of the work or services provided herein shall be the sole obligation of the Consultant.

III.6 **INDEMNITY.**

a. The Engineer will at all times indemnify and hold harmless and defend the City, its elected officials, officers, employees, agents and representatives, from and against any and all lawsuits, damages, costs, charges, expenses, judgments and liabilities, including attorney's fees (including attorney's fees in establishing indemnification), collectively referred to herein as "losses" resulting from, arising out of, or related to one or more claims arising out of negligent acts, errors, or omissions of the Engineer in performance of Engineer's professional services under this agreement. The term "claims" as used herein shall mean all claims, lawsuits, causes of action, and other legal actions and proceedings of whatsoever nature, involving bodily or personal injury or death of any person or damage to any property including, but not limited to, persons employed by the City, the Engineer or other person and all property owned or claimed by the City, the Engineer, or affiliate of the Engineer, or any other person.

b. Should a court of competent jurisdiction determine that this agreement is subject to RCW 4.24.115, then, in the event of liability for damaging arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Engineer and the City, its members, officers, employees and agents, the Engineer's liability to the City, by way of indemnification, shall be only to the extent of the Engineer's negligence.

c. The provisions of this section shall survive the expiration or termination of this agreement.

### III.7 INSURANCE.

a. **Minimum Limits of Insurance.** The Consultant shall, before commencing work under this agreement, file with the City certificates of insurance coverage to be kept in force continuously during this agreement, and during all work performed pursuant to all short form agreements, in a form acceptable to the City. Said certificates shall name the City as an additional named insured with respect to all coverages except professional liability insurance. The minimum insurance requirements shall be as follows:

(1) Comprehensive General Liability. \$1,000,000 combined single limit per occurrence for bodily injury personal injury and property damage; damage, \$2,000,000 general aggregate;

(2) Automobile Liability. \$300,000 combined single limit per accident for bodily injury and property damage;

(3) Workers' Compensation. Workers' compensation limits as required by the Workers' Compensation Act of Washington;

(4) Consultant's Errors and Omissions Liability. \$1,000,000 per occurrence and as an annual aggregate.

b. **Endorsement.** Each insurance policy shall be endorsed to state that coverage shall not be suspended, voiced, canceled, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

c. **Acceptability of Insurers.** Insurance to be provided by Consultant shall be with a Bests rating of no less than A:VII, or if not rated by Bests, with minimum surpluses the equivalent of Bests' VII rating.

d. **Verification of Coverage.** In signing this agreement, the Consultant is acknowledging and representing that required insurance is active and current.

III.8 **DISCRIMINATION PROHIBITED AND COMPLIANCE WITH EQUAL OPPORTUNITY LEGISLATION.** The Consultant agrees to comply with equal opportunity employment and not to discriminate against client, employee, or applicant for employment or for services because of race, creed, color, religion, national origin, marital status, sex, age or handicap except for a bona fide occupational qualification with regard, but not limited to, the following: employment upgrading; demotion or transfer; recruitment or any

recruitment advertising; layoff or terminations; rates of pay or other forms of compensation; selection for training, rendition of services. The Consultant further agrees to maintain (as appropriate) notices, posted in conspicuous places, setting forth the provisions of this nondiscrimination clause. The Consultant understands and agrees that if it violates this nondiscrimination provision, this agreement may be terminated by the City, and further that the Consultant will be barred from performing any services for the City now or in the future, unless a showing is made satisfactory to the City that discriminatory practices have been terminated and that recurrence of such action is unlikely.

III.9 **UNFAIR EMPLOYMENT PRACTICES.** During the performance of this agreement, the Consultant agrees to comply with RCW 49.60.180, prohibiting unfair employment practices.

III.10 **AFFIRMATIVE ACTION.** Affirmative action shall be implemented by the Consultant to ensure that applicants for employment and all employees are treated without regard to race, creed, color, sex, age, marital status, national origin or the presence of any sensory, mental or physical handicap, unless based on a bona fide occupational qualification. The Consultant agrees to take affirmative action to ensure that all of its employees and agent adhere to this provision.

III.11 **LEGAL RELATIONS.** The Consultant shall comply with all federal, state and local laws and ordinances applicable to work to be done under this agreement. This contract shall be interpreted and construed in accordance with the laws of Washington. Venue for any action commenced relating to the interpretation, breach or enforcement of this agreement shall be in Snohomish County Superior Court.

III.12 **INDEPENDENT CONTRACTOR.** The Consultant's relation to the City shall at all times be as an independent contractor.

III.13 **CONFLICTS OF INTEREST.** While this is a non-exclusive agreement the Consultant agrees to and will notify the City of any potential conflicts of interest in Consultant's client base and will seek and obtain written permission from the City prior to providing services to third parties where a conflict of interest is apparent. If a conflict is irreconcilable, the City reserves the right to terminate this agreement.

III.14 **CITY CONFIDENCES.** The Consultant agrees to and will keep in strict confidence, and will not disclose, communicate or advertise to third parties without specific prior written consent from the City in each instance, the confidences of the City or any information regarding the City or services provided to the City.

#### ARTICLE IV. OBLIGATIONS OF THE CITY

IV.1 **PAYMENTS.** The Consultant shall be paid by the City for completed work for services rendered under this agreement and as detailed in the scope of services as provided hereinafter. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment and incidentals necessary to complete the work. Payment shall be on a time and expense basis, provided, however, in no event shall total payment under this agreement exceed \$155,279. In the event the City elects to expand the scope of services from that set forth in **Exhibit A**, the City shall pay Consultant an additional amount based on a time and expense basis, based upon Consultant's current schedule of hourly rates.

a. Invoices shall be submitted by the Consultant to the City for payment pursuant to the terms of the scope of services. The invoice will state the time expended, the hourly rate, a detailed description of the work performed, and the expenses incurred during the preceding month. Invoices must be submitted by the 20th day of the month to be paid by the 15th day of the next calendar month.

b. The City will pay timely submitted and approved invoices received before the 20th of each month within thirty (30) days of receipt.

IV.2 **CITY APPROVAL.** Notwithstanding the Consultant's status as an independent contractor, results of the work performed pursuant to this contract must meet the approval of the City, which shall not be unreasonably withheld if work has been completed in compliance with the scope of work and City requirements.

#### ARTICLE V. GENERAL

V.1 **NOTICES.** Notices to the City shall be sent to the following address:

CITY OF MARYSVILLE  
C/O David L. Zull, PE  
80 Columbia Avenue  
MARYSVILLE, WA 98270

Notices to the Consultant shall be sent to the following address:

RH2 ENGINEERING  
Attention: John Hendron, PE  
12100 NE 195<sup>th</sup> Street, Suite 100  
Bothell, WA 98011

Receipt of any notice shall be deemed effective three (3) days after deposit of written notice in the U.S. mail with proper postage and address.

V.2 **TERMINATION.** The right is reserved by the City to terminate this agreement in whole or in part at any time upon ten (10) days' written notice to the Consultant.

If this agreement is terminated in its entirety by the City for its convenience, a final payment shall be made to the Consultant which, when added to any payments previously made, shall total the actual costs plus the same percentage of the fixed fee as the work completed at the time of termination applied to the total work required for the project.

V.3 **DISPUTES.** The parties agree that, following reasonable attempts at negotiation and compromise, any unresolved dispute arising under this contract may be resolved by a mutually agreed-upon alternative dispute resolution of arbitration or mediation.

V.4 **NONWAIVER.** Waiver by the City of any provision of this agreement or any time limitation provided for in this agreement shall not constitute a waiver of any other provision.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2007.

**CITY OF MARYSVILLE**

By \_\_\_\_\_  
Mayor

**RH2 ENGINEERING**

By *Tony V. Pardi*  
Title: *Vice President*

Approved as to form:

\_\_\_\_\_  
GRANT K. WEED, City Attorney

# Exhibit A

## City Of Marysville

### Lake Goodwin Well and Disinfection Improvements

### Scope of Services

January 2007

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#### PROJECT BACKGROUND AND PURPOSE

The City of Marysville (City) currently owns and operates the Lake Goodwin Well, which has a water right for 550 gallons per minute (GPM) instantaneous, and 880 acre-feet annual, withdrawals. Due to limiting factors at the well screen, the maximum operating capacity has been reduced to 350 GPM. The Well is equipped with a 50-horsepower, 8-stage, line-shaft driven vertical turbine pump and discharges to the Lake Goodwin Standpipe, which has a storage capacity of approximately 750 gallons and an overflow elevation of 457 feet. The Well provides drinking water for 25 homes along an existing 12-inch cast-iron water main supply line that runs to Edward Springs Reservoir and to the Seven Lakes Water Association (Association) through an emergency intertie. The Well is isolated from the Edward Springs Reservoir by a normally closed valve. The Lake Goodwin Well source is currently unchlorinated and water quality is generally good with the exception of elevated levels of iron and manganese.

The City is designing a new 0.5 million gallon (MG) storage reservoir that will have an overflow elevation of 327 feet. The new reservoir will be sited near the Edward Springs Reservoir. The anticipated construction completion date is spring 2008. In order to better utilize the Lake Goodwin Well source, the City desires to reconfigure the Well to supply the new reservoir and repurpose the supply line as a dedicated transmission main. This will require the existing water services to be removed and the intertie with Seven Lakes' water Association be abandoned. In addition, the transmission main runs over a hill with an elevation of approximately 442 feet. Pumping over a hill where the downstream hydraulic gradient is lower presents some hydraulic challenges and is generally avoided whenever possible due to the potential for creating a siphon in the line. The main objective of this project is to upgrade the Lake Goodwin Well pump and mechanical systems, the electrical power supply (if required), the automatic control and telemetry systems to operate based on the new reservoir level, and to provide mechanical and control systems at the new reservoir site to ensure proper operation of the well pump and transmission hydraulics. Coordination with the City's reservoir design consultant and control systems integrator will be required as part of this project. The Seven Lakes Water Association has agreed to provide service for the City's 25 existing customers on the transmission line. Coordination with the Association for transfer of these services and abandonment of the intertie will also be required as part of this project.

Finally, as part of this project, the City will add disinfection to the well source. Disinfection will be achieved using bulk 12.5 percent sodium hypochlorite. The new chlorination system will include chemical storage tank(s), metering pump(s), a chemical injection system, a chlorine residual analyzer and other ancillary equipment. The chlorination system will be housed in a new concrete masonry building to be constructed on-site. It is assumed that the required disinfection contact time will be achieved in the transmission main.

Approval from the Washington State Department of Health (DOH) will be required for modifications and disinfection of the Lake Goodwin Well. For this approval, a Project Report and DOH Construction Document review will be required. It is assumed that a Snohomish County building permit and SEPA will also be required as part of this project.

Below is a description of the tasks necessary to implement the improvements.

## TASK 1: PREDESIGN AND PROJECT REPORT

**Objective:** Meet with the City to establish project goals and design criteria. Prepare DOH project report and answer questions to help the City obtain project approval from DOH. Complete site survey and prepare preliminary design plans and construction cost estimate. Determine site specific geotechnical information for use in the design of the proposed improvements.

### Approach

1.1 *Project Kick-off and Design Criteria Meeting* – Meet with City personnel to discuss City goals, project requirements and project constraints. The goal of this meeting will be to: 1) identify all improvements that will be included in the current project; 2) identify future improvements that should be planned for in the design (e.g. future replacement well, future iron and manganese filtration plant, emergency backup power); 3) establish operation and control scheme for well and reservoir; and 4) document design criteria and client preferences. Develop a list of needed information to collect from the City. Obtain a copy of available surveys, title reports, easements and all other available information that is pertinent to project report and predesign. City staff to advise RH2 Engineering regarding limitations for site based on site zoning, sensitive area designations for site and property line setback requirements. Review obtained information.

*Deliverable:* Memorandum of project goals and design criteria.

1.2 *DOH Project Report* – Prepare a project report based on applicable Washington Administrative Code (WAC) report requirements. Perform detailed hydraulic analysis for the purpose of pump and valve selection and determination of suitability of existing well pump. Document the background of the project and objectives, approach of the pump and transmission main hydraulic and chlorination storage and feed system sizing analyses, and results of the analyses and sizing recommendations. Prepare preliminary design plans showing site and building layouts and planning level construction cost estimate to be included with project report. Submit the project report to the DOH. If necessary, respond to DOH comments by letter to obtain DOH project report approval.

*Deliverable:* DOH Project Report.



- 1.3 *Site Survey* – RH2 will coordinate with a professional land surveyor to provide horizontal and vertical survey control, topographic and boundary information for the existing well site. The survey shall include all surface features, underground utilities, topography, roadway and utility alignments, rights-of-way, property lines, sanitary control restrictive covenants and easements. Benchmarks shall be set for future use. Survey shall follow RH2 Engineering standard topographic survey requirements, including 2-foot contour intervals and all topographic information. Review completed survey and perform site visit to “ground-truth” survey information.

*Deliverable:* Formatted site survey.

- 1.4 *Geotechnical Investigation* – Review available geologic and seismic information and perform a field geologic reconnaissance. Perform field investigation, including the excavation of up to one test pit or hand-auger boring near the proposed facility to evaluate the composition and strength of the earth that will support the structure for the purpose of establishing geotechnical design criteria required for structural design. This estimate assumes that the City will provide the personnel and equipment to dig these test pits. Soil bearing capacity, earth composition and the presence and depth of groundwater will be determined from existing data and the geologic reconnaissance. Develop site alteration and design guidelines, including temporary and final slopes for fills and excavations, surface water drainage patterns, dewatering requirements, estimated stripping depths, backfill and compaction requirements, and recommendations for subgrade preparation and backfill. Identify potential geologic hazards at the site. Identify seismic risks and zone.

*Deliverable:* Geotechnical design criteria.

**Task Deliverables:** Memorandum of project goals and design criteria; approved DOH Project Report; formatted site survey; and geotechnical design criteria.

## TASK 2: FINAL DESIGN

**Objective:** The objective of this task is to develop a set of detailed design plans and specifications based on the established design criteria, client preferences and approved project report.

### Approach

- 2.1 *Site Design* – Prepare construction and final site grading plans, final site plans and erosion control plans. It is assumed that site grading will be constrained to the project site and that soil stabilization measures, such as retaining walls, shored walls or rockeries, will not be necessary.

*Deliverable:* Detailed site design plans and details.

- 2.2 *Site Utilities and CT/Transmission Main Improvements* – Prepare design plans and details for site utilities. Site utility design will consist of water, stormwater, sanitary sewer, chemical injection and sampling, and power and control signal utilities from the structure to connection points provided in the adjacent right-of-way. Water system design will include improvements to the existing supply main and work at the Edward Springs Reservoir site required for repurposing the water main as dedicated chlorine contact time transmission main. It is anticipated that the existing

water main is of suitable condition and will not require significant modifications or extension to meet CT requirements.

*Deliverable:* Detailed site utility plans and details.

- 2.3 *Structural Design* – Finalize chlorination building size and configuration. Design and detail building floor and foundation, building walls, roof and other miscellaneous structural components. Design shall be in accordance with the 2003 International Building Code (IBC). Prepare structural calculations necessary for submittal of building permit. It is anticipated that the structure will be above grade, rectangular (approximately 12 by 20 feet), and constructed with a concrete floor, concrete masonry unit walls and a roof with wood trusses and a metal roofing system. It is assumed no other existing structures will require improvements.

*Deliverable:* Detailed structural plans and details; structural calculations.

- 2.4 *Mechanical Design* – Finalize improvements of major and minor mechanical components and piping systems within the existing well pump station and proposed chlorination facility, as well as the mechanical components immediately outside of each facility. Major mechanical systems include the well pump modifications and discharge piping. Minor mechanical systems include the sizing, selection and design of a chlorination system, online sampling, eye washes/safety showers and chemical injection piping runs. Determine suitable coatings for mechanical and concrete surfaces to protect surfaces from corrosion. Finalize design of additional mechanical features to provide access to and permit efficient operation of the well and chlorination facilities. Include final design of access doors, piping, plumbing, heating, ventilation and equipment removal system.

*Deliverable:* Detailed mechanical plans and details; Washington State Energy Code calculations.

- 2.5 *Electrical and Telemetry Design* – Develop design of electrical, control, monitoring and telemetry systems for the well pump station modifications and proposed chlorination facility. It is anticipated that the existing well building's electrical system conforms to current electrical code requirements and will not require significant upgrades. Determine connected load for normal and emergency operating conditions. Determine power supply requirements and confirm that existing supply is sufficient. For the proposed structure, design exterior and interior lighting. Prepare one-line diagram; power plan; signal and grounding plan; control diagrams; motor control center details; branch circuit panels; and necessary details to show work to be completed. Plans will conform to NEC and ISA standards. Develop design of control and monitoring sensors to be installed at the well and chlorination facilities, including construction details, as necessary. Equipment that meets the City standards will be selected. Develop design of telemetry system to interface with existing City telemetry systems.

*Deliverable:* Detailed electrical and telemetry plans and details.

- 2.6 *Contracts and Specifications* – Prepare legal and technical specifications specific to this project. Specifications shall be based on RH2 standard master specifications.

*Deliverable:* Legal and technical specifications.

- 2.7 *Final Design Plans* – Prepare final design plans and specifications incorporating all of the above information. Prepare cover sheet, general information sheet, miscellaneous details and construction notes. It is assumed that 26 sheets will be included in the final set of design plans.

*Deliverable:* Final design plans and specifications.

- 2.8 *In-House Review* – Perform an in-house quality control review of design plans and specifications. Review shall be completed by an independent senior-level professional engineer familiar with the nature of the work. Revise plans and specifications and prepare for transmittal to the City.

*Deliverable:* QA/QC review of design plans and specifications and edits.

- 2.9 *Construction Cost Estimate* – Finalize construction cost estimate to establish engineer's estimated cost of construction based on information supplied by material vendors and similar projects adjusted for anticipated bidding conditions.

*Deliverable:* Engineer's Estimate of anticipated construction cost.

- 2.10 *City Design Review* – At approximately 60 and 95 percent of design completion, provide the City with two current set of plans (11-inch x 17-inch format) for review and comment. An updated construction cost estimate and specifications will also be provided at the 95 percent review. Attend a meeting following each review to discuss City comments. Revise design plans and specifications according to City comments and prepare a bid ready set.

*Deliverable:* 60 percent and 95 percent City review sets and design review meetings.

**Task Deliverables:** Detailed site, utility, structural, mechanical, electrical, and control plans and details; structural and energy code calculations for building permit; legal and technical specifications; final plans and specifications; QA/QC review of final plans and specifications; engineer's estimate; 60 percent and 95 percent City design reviews.

### TASK 3: SERVICES DURING BIDDING AND PERMITTING

**Objective:** The tasks below are identified as being required to obtain approval to bid the project. Upon approval, RH2 will prepare the bid documents and assist the City in the bidding process, with the objective of obtaining a qualified contractor to complete the construction of the project.

#### Approach:

- 3.1 *Snohomish County Building Permit* – Prepare a building permit submittal per Snohomish County requirements. It is anticipated that the City will submit for the permit and pay all associated fees. Respond to building department questions and update the submittal accordingly.

*Deliverable:* Completed Snohomish County Building Permit Application.

- 3.2 *DOH Construction Documents* – Prepare and submit 95 percent design plans to DOH for construction document approval. Respond to DOH comments and incorporate responses into the plans and specifications, if necessary, to obtain DOH approval of final construction plans to permit construction of the project.

*Deliverable:* DOH Construction Documents.

- 3.3 *Bid Documents* - Prepare 30 sets of bid documents for distribution to prospective bidders; prepare 6 sets of bid documents for use by RH2 and the City during bidding.

*Deliverable:* Thirty-six sets of Bid Documents.

- 3.4 *Advertisement for Bidding* – Prepare advertisement for bidding and submit to DJC and local newspaper for advertising. It is assumed that the City will pay advertisement fees directly. It is also anticipated that the City will distribute the bid documents and maintain a plan holder's list.

*Deliverable:* Advertisement for bid.

- 3.5 *Addendum* – Respond to bidder questions and prepare and transmit one addendum as necessary.

*Deliverable:* Bid document addendum.

- 3.6 *Bid Opening and Bidder Qualifications* – Attend bid opening and compile bid results. Review three lowest responsible bids and check qualifications of the lowest responsible bidder. Provide the City with an award recommendation.

*Deliverable:* Bid Tab and Recommendation of Award.

**Task Deliverables:** Completed Snohomish County building permit application and DOH construction documents; bid documents; advertisement for bid; addenda; bid tab; and recommendation of award.

#### TASK 4: SERVICES DURING CONSTRUCTION

**Objective:** To assist the City with the administration and enforcement of the contract documents during the construction phase. It is assumed that the City will be primarily responsible for construction inspection and administration. RH2's services will include preparation of construction documents, attendance at the pre-construction conference, submittal review, on-call technical assistance, on-call construction observation, and start-up and testing services.

#### Approach:

- 4.1 *Construction Management* – Attend and assist City in conducting pre-construction conference with Contractor and other agencies. Prepare three sets of full- and half-size color plans and deliver to the Contractor at the meeting. Prepare two sets of half-size color plans for the City. Attend construction progress meetings with City and Contractor (to coincide with on-call inspection). RH2 will provide on-call technical assistance in reviewing and responding to Contractor Requests for Information (RFIs) and City questions within the level of fee shown. RH2 will also assist City in reviewing and responding to change orders submitted by Contractor.

*Deliverable:* Construction documents, RFI review and response.

- 4.2 *Submittal Review* – Review and approve (or reject, if necessary) shop drawings, equipment submittals, specifications, schedules and construction sequence for conformance to the contract documents. RH2 will provide a written response to the Contractor and City for each submittal reviewed.

*Deliverable:* Submittal review and approval.

- 4.3 *Construction Observation* – Provide a part-time, on-site engineer to observe the progress and quality of construction and, based on partial observation of construction, confirm that the project is being completed in general conformance with the contract documents. Observe activities, including mechanical, structural, and electrical and control construction. In addition, RH2 will provide inspection of the subgrade and other items required by the Revised Code of Washington (RCW) for a licensed Geologist or Engineering Geologist. It is assumed that the City will provide full-time construction inspection to ensure that the Contractor is meeting City standards. RH2's periodic and targeted site inspections will allow the Engineer to evaluate and monitor the methods and competency of the Contractor and inspect critical design elements to ensure those items inspected meet City and design requirements. If necessary, RH2 will notify the Contractor and City and discuss rectification of any work that has not been completed in accordance with the plans and specifications.

When RH2 completes an inspection, a written report for the visit will be prepared that records observations, progress and discussions that have taken place. The fee estimate is based on approximately 8 hours of construction observation per week for 12 weeks. The level of involvement by RH2 will be re-evaluated during construction and may be adjusted based on Contractor qualifications and project schedule. It is assumed that the City will retain and coordinate the services of special testing laboratories and inspectors for inspection and testing of soils density, reinforced concrete and masonry, as required. RH2 will assist the City in reviewing pay requests from the Contractor, including ascertaining quantities and percent completion of the work as stated by the Contractor, and prepare progress reports, including contract time remaining statements. RH2 will consult with the City on construction costs and scheduling. The City will process requests for payment.

*Deliverable:* Construction observation reports, pay requests.

- 4.4 *Testing and Start-up* – Provide an engineer on-site during testing and start-up to assist with troubleshooting and verify proper operation. Conduct final inspection in conjunction with City staff. Make final check for satisfactory completion of all punch-list items and all specified construction by the Contractor. Determine if the project has been completed in general conformance with the contract documents. Recommend final payment and acceptance. It is anticipated that the Contractor will complete all punch-list items prior to the final inspection. Prepare the DOH Construction Completion Report form for the portion of the project inspected by RH2 staff.

*Deliverable:* Recommendation of project acceptance and DOH construction completion report.

- 4.5 *Construction Records* – Review field records provided by the Contractor to check accuracy and consistency with the inspector's field records. Prepare construction record drawings from the Contractor-provided as-built drawings, and deliver one full-size mylar set and one full-size paper set of record drawings at end of the project. A CD-ROM containing the record drawings in TIFF file format will also be provided.

*Deliverable:* Construction records in printed and electronic archival formats.

**Task Deliverables:** Construction documents; submittal review and response; RFI review and response; construction observation reports; pay request review; recommendation of project acceptance; DOH construction completion report; and construction record drawings.

**EXHIBIT B**

**City of Marysville**

**Lake Goodwin Well and Disinfection Improvements**

**Estimate of Time and Expense**

Description		Total Hours	Total Labor	Subconslt. Cost	Total Expense	Total Cost
Classification						
<b>Task 1</b>	<b>Predesign and Project Report</b>					
1.1	Project Kickoff and Design Criteria Meeting	20	\$ 2,680	\$ -	\$ 107	\$ 2,787
1.2	Project Report	64	\$ 7,672	\$ -	\$ 625	\$ 8,297
1.3	Site Survey	28	\$ 3,190	\$ 15,000	\$ 411	\$ 18,601
1.4	Geotechnical Investigation	24	\$ 3,525	\$ -	\$ 146	\$ 3,671
<b>Subtotal</b>		<b>136</b>	<b>\$ 17,067</b>	<b>\$ 15,000</b>	<b>\$ 1,289</b>	<b>\$ 33,356</b>
<b>Task 2</b>	<b>Final Design</b>					
2.1	Site Design	36	\$ 4,256	\$ -	\$ 509	\$ 4,765
2.2	Site Utilities and CT/Transmission Main Improvements	70	\$ 8,244	\$ -	\$ 909	\$ 9,153
2.3	Structural Design	98	\$ 12,082	\$ -	\$ 984	\$ 13,066
2.4	Mechanical Design	152	\$ 17,872	\$ -	\$ 1,984	\$ 19,856
2.5	Electrical and Telemetry Design	70	\$ 8,170	\$ -	\$ 763	\$ 8,933
2.6	Contracts and Specifications	30	\$ 3,496	\$ -	\$ 242	\$ 3,738
2.7	Final Design Plans	20	\$ 2,162	\$ -	\$ 537	\$ 2,699
2.8	In-House Review	28	\$ 3,790	\$ -	\$ 332	\$ 4,122
2.9	Construction Cost Estimate	14	\$ 1,846	\$ -	\$ 152	\$ 1,998
2.10	City Design Review	28	\$ 3,310	\$ -	\$ 632	\$ 3,942
<b>Subtotal</b>		<b>546</b>	<b>\$ 65,228</b>	<b>\$ -</b>	<b>\$ 7,044</b>	<b>\$ 72,272</b>
<b>Task 3</b>	<b>Services During Bidding</b>					
3.1	Snohomish County Building Permit	40	\$ 4,324	\$ -	\$ 1,131	\$ 5,455
3.2	DOH Construction Documents	14	\$ 1,618	\$ -	\$ 457	\$ 2,075
3.3	Bid Documents	20	\$ 1,304	\$ -	\$ 2,856	\$ 4,160
3.4	Advertisement for Bid	4	\$ 380	\$ -	\$ 18	\$ 398
3.5	Respond To Bidder's Questions and Prepare Addenda	12	\$ 1,474	\$ -	\$ 18	\$ 1,492
3.6	Bid Opening and Bidder Qualifications	8	\$ 760	\$ -	\$ 65	\$ 825
<b>Subtotal</b>		<b>98</b>	<b>\$ 9,860</b>	<b>\$ -</b>	<b>\$ 4,545</b>	<b>\$ 14,405</b>
<b>Task 4</b>	<b>Services During Construction</b>					
4.1	Construction Management	46	\$ 5,188	\$ -	\$ 1,448	\$ 6,636
4.2	Submittal Review	64	\$ 5,944	\$ -	\$ 237	\$ 6,181
4.3	Construction Observation	136	\$ 13,772	\$ -	\$ 1,019	\$ 14,791
4.4	Testing and Start-up	46	\$ 5,148	\$ -	\$ 152	\$ 5,300
4.5	Construction Records	16	\$ 1,652	\$ -	\$ 685	\$ 2,337
<b>Subtotal</b>		<b>308</b>	<b>\$ 31,704</b>	<b>\$ -</b>	<b>\$ 3,541</b>	<b>\$ 35,245</b>
<b>PROJECT TOTAL</b>		<b>1088</b>	<b>\$ 123,859</b>	<b>\$ 15,000</b>	<b>\$ 16,420</b>	<b>\$ 155,279</b>

3 PROJECTS OF THE PROJECT

**EXHIBIT C  
RH2 Engineering  
SCHEDULE OF RATES AND CHARGES**

**2007 HOURLY RATES**

CLASSIFICATION		RATE	CLASSIFICATION		RATE
Principal	IX	\$171.00	Technician	IV	\$108.00
Principal	VIII	\$171.00	Technician	III	\$100.00
Principal	VII	\$164.00	Technician	II	\$72.00
			Technician	I	\$67.00
Professional	VI	\$152.00			
Professional	V	\$144.00	Administrative	V	\$99.00
Professional	IV	\$135.00	Administrative	IV	\$82.00
			Administrative	III	\$68.00
Professional	III	\$125.00	Administrative	II	\$55.00
Professional	II	\$116.00	Administrative	I	\$45.00
Professional	I	\$106.00			

**IN-HOUSE SERVICES**

In-house copies (each)	8 1/2" X 11"	\$0.07	CAD Plots	Large	\$10.00
In-house copies (each)	8 1/2" X 14"	\$0.08	CAD Plots	Full Size	\$5.00
In-house copies (each)	11" X 17"	\$0.14	CAD Plots	Half Size	\$2.00
In-house copies (color) (each)	8 1/2" X 11"	\$0.85	GIS System	Per Hour	\$10.00
In-house copies (color) (each)	8 1/2" X 14"	\$1.50	GIS Plots	Per Plot	\$5.00
In-house copies (color) (each)	11 X 17"	\$1.70	In-house Computer	Per Hour	\$9.00
			Mileage	Per Mile	\$0.485
FAX (each sheet)		\$1.00	Digital Camera	Per Day	\$10.00
In-house CAD System	Per Hour	\$25.00	Digital Camera	Per Week	\$30.00
			Digital Camera	Per Month	\$90.00

\*Note: At project completion all digital photos can be supplied to the client on CD, upon request.

**PURCHASED SERVICES**

All purchased printing, copying, miscellaneous and subconsultant services are billed at cost plus 15%.



**CHANGES IN RATES**

Rates listed here are adjusted annually. The current, most recent schedule of hourly rates are used for billing purposes. Payment for work accomplished shall be on the basis of hourly rates in effect at the time of billing plus direct expenses and outside services as stated in this Exhibit.

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: February 26, 2007

AGENDA ITEM: (File Numbers PA 06050, PA 06051, PA 06052) Planning Commission Recommendation to Approve Comprehensive Plan amendment updating Capital facility plan element for Marysville, Lakewood and Lake Stevens School Districts.	AGENDA SECTION: New Business	
PREPARED BY: Gloria Hirashima, Community Development Director	AGENDA NUMBER:	
ATTACHMENTS: 1. Planning Commission Minutes dated 12/5/06 & 1/9/07 2. Marysville School District Capital Facility Plan (2006-2011) 3. Lakewood School District Capital Facility Plan (2006-2011) 4. Lake Stevens School District Capital Facility Plan (2006-2011) 5. Current Impact Fees Per Title 18 of the MMC	APPROVED BY: 	
	MAYOR  	CAO  
BUDGET CODE:	AMOUNT:	

The Planning Commission has recommended approval to amend the City's Comprehensive Plan to incorporate updated capital facility plans for the Marysville, Lakewood and Lake Stevens School Districts. The Planning Commission held a public workshop on December 5, 2006 and a public hearing on January 9, 2007.

Adoption of 2006-2011 capital facility plans for the Marysville, Lakewood, and Lake Stevens School Districts will update impact fees consistent with Title 18A of the Marysville Municipal Code.

Impact fees reflected in each school district's capital facility plan for the city of Marysville, are as follows:

School District	Single Family Impact Fee	Multiple Family (1 Bedroom)	Multiple Family (2+ Bedroom)
Marysville	\$8,434	N/A	\$6,880
Lakewood	\$4,148	\$0	\$2,328
Lake Stevens	\$6,614	\$0	\$2,256

RECOMMENDED ACTION: Approve Planning Commission recommendation to adopt 2006-2011 capital facility plans for Marysville, Lakewood and Lake Stevens School Districts.

COUNCIL ACTION:



## MARYSVILLE PLANNING COMMISSION

December 5, 2006

6:00 p.m.

City Hall

### CALL TO ORDER

Chairman Muller called the December 5, 2006 meeting of the Marysville Planning Commission to order at 6:00 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes (left at 6:40), Jerry Andes, Dave Voigt, Becky Foster, Steve Leifer

**Staff:** Gloria Hirashima, Community Development Director  
Laurie Hugdahl, Recording Secretary (arrived 6:40)

Chairman Muller noted the excused absence of Commissioner Toni Mathews.

### APPROVAL OF MINUTES

#### November 14, 2006 Minutes

**Motion** made by Commissioner Foster; seconded by Commissioner Voigt, to approve the November 14, 2006 Planning Commission minutes as presented.  
**Motion** passed unanimously (5-0).

### AUDIENCE PARTICIPATION

None.

### CURRENT BUSINESS

#### **A. Marysville, Lakewood and Lake Stevens School Districts' Capital Facility Plans**

##### Marysville School District

Jim Baker, Marysville School District, reviewed plan and highlights:

- 2005 – 2% Growth
- 6 yr – 10.3% increase
- 30% growth projected from County OFM

*Marysville Planning Commission  
December 5, 2006 Meeting Minutes  
Page 1 of 4*

Becky Foster had questions about how bond passage affects impact fees.

Steve Muller thought 196,199 valuation number is outdated. Jim Baker stated that the entire unit inventory reflects an average assessed value of 196,199.

Denise Stiffarm, attorney representing Marysville School District from Preston Gates Ellis explained that the average assessed value is used within the state, county and city ordinances because that is the easiest number to obtain. Steve Muller felt that the numbers are dated to probably 2004. Denise Stiffarm stated that the discount provides 25% measure to account for deficiencies and inaccuracies. The average assessed value is the norm. The alternative is to change the ordinance and then the District would request that the discount also be studied.

#### Lakewood School District

Fred Owyn explained that the impact fees have increased:

- Single family      \$4,148
- Multi-family      \$2,328

They are using the County numbers from the comprehensive plan update. These reflect 25% student enrollment increase. Construction costs have been reviewed and updated to \$11 million in school improvements. Student generation rates are up. The tax rate has increased which lowers the credit.

#### Lake Stevens School District

Helen Henderson reviewed the impact fees:

- Single family      \$6,614      .721 students per dwelling unit
- Multi-family      \$2,256      .298 students per dwelling unit

The student generation rate shows an increase. Projections used for growth are conservative. Numbers are lower for 2006 enrollment than have occurred. Schools are full and any additional growth at middle/high school level will result in unhoused students.

She explained that the State match estimated 40%, but the actual is 33%. The current assessed value for a single family is \$213,761.

She noted that a new elementary school is needed within five years for the projected 500 additional unhoused students.

Steve Leifer asked about the use of 10 years for tax credit. Ms. Henderson explained that the 10-year tax credit is based on average life of construction bond. This is the standard used in Washington State.

The hearing was set for January 9, 2007.

## **B. Draft East Sunnyside/Whiskey Ridge Subarea Plan**

Gloria Hirashima commented on the recent Whiskey Ridge open house. She noted that there is a lot of development speculation going on. Many people are planning on selling. Chairman Muller asked about comments on the proposed commercial zoning. Ms. Hirashima stated that there had not been much comment on that at the open house.

Director Hirashima discussed the secondary impact fee. She explained that everyone in the Whiskey Ridge area would be paying a secondary fee on top of the regular impact fee, but property owners on the proposed alignments would be given credit for the secondary impact fees.

Steve Leifer asked about the preferred alternatives. Ms. Hirashima distributed the preferred alternative. She noted that is close to Alternative 4.

Steve Muller asked about the possibility of a regional park. Director Hirashima stated that they are trying to get a regional park on a voluntary basis. She discussed using density incentives as a way to achieve this. She distributed the Residential Density Incentives, noting that these are tools to get the improvements made.

Steve Muller asked about requirements for gateways, screening, and landscaping. He commented that most people would like to see something nicer with more consistency. Gloria Hirashima agreed that it is important to have guidelines. She noted that the requirements would probably be in the form of common features or materials, but would not be required to be exactly alike.

Director Hirashima then reviewed the preferred alternative and discussed planned arterials. Steve Leifer asked about the difference between mixed use and commercial zone. Ms. Hirashima explained this. Commissioner Leifer commented that this is a tremendous improvement to Alternative 4. He commended the staff for doing a great job as far as property owners' rights. Chairman Muller concurred.

Vice Chairman Voigt questioned the transition between multi-family and single family high density on Sunnyside School Road and 60<sup>th</sup>. Ms. Hirashima replied that they had received positive comments on this arrangement.

She explained that there are two improvements that are eligible for the secondary impact fee credit. These are 67<sup>th</sup> Avenue and 40<sup>th</sup> Street. Both will

need to be partially city-aided and constructed. The impact fee total will be approximately \$4,000 per PM Peak Hour Trip.

Steve Leifer asked how this all fits in with the 6-year plan or the 20-year plan. Ms. Hirashima replied that the 67<sup>th</sup> to 71<sup>st</sup> Street connection and 40<sup>th</sup> Street would be approached in the plans. The rest would be developer driven.

Commissioner Leifer addressed the inequity of owners not in those areas having to do frontage improvements and having to pay both impact fees. Ms. Hirashima replied that this is the price to change from a rural area to an urban area. She distributed Sunnyside Frontage Improvements, Fall 2006 and discussed pedestrian connections and bonus incentives for frontage improvements.

Ms. Hirashima stated that the staff report would be out by the end of the week. The hearing will be held next Tuesday, December 12.

#### **NEXT MEETINGS**

- **December 12, 2006 - Public Hearing**
- **January 9, 2007 – Public Hearing**

#### **ADJOURNMENT**

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Voigt; seconded by Commissioner Foster to adjourn at 7:30 p.m. **Motion** passed unanimously (4-0).

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Laurie Hugdahl, Recording Secretary

**MARYSVILLE PLANNING COMMISSION**

**January 9, 2007**

**7:00 p.m.**

**City Hall**

**CALL TO ORDER**

Chairman Muller called the January 9, 2007 meeting of the Marysville Planning Commission to order at 7:04 p.m. The following staff and commissioners were noted as being in attendance.

**Chairman:** Steve Muller

**Commissioners:** Deirdre Kvangnes, Dave Voigt, Becky Foster, Steve Leifer, Toni Mathews

**Staff:** Gloria Hirashima, Community Development Director  
Kevin Nielsen, City Engineer  
Laurie Hugdahl, Recording Secretary

Chairman Muller noted the excused absence of Commissioner Jerry Andes.

**APPROVAL OF MINUTES**

None.

**AUDIENCE PARTICIPATION**

None.

**PUBLIC HEARING**

**Amendment to the Capital Facilities Element of the City of Marysville Comprehensive Plan for the biennial update of School District Capital Facilities Plans (CFP) for:**

- 1) Marysville School District**
- 2) Lakewood School District**
- 3) Lake Stevens School District**

Chairman Muller opened the hearing at 7:06 p.m. Gloria Hirashima explained that all three plans have been approved by their respective school district boards. Snohomish County has also reviewed the plans and adopted them.

## 1. Marysville School District.

Jim Baker, and Denise Stiffarm were present to represent the Marysville School District.

Chairman Muller stated that he felt that the assessed value for single family residential seems low. Mr. Baker responded that it was the number give to them by the County. Ms. Stiffarm stated that the number of the average assessed value was given to the district by the county in the 2006 update cycle. The noted that it represents the average assessed value of all homes in the district, not just in Marysville. Chairman Muller stated that it was not possible to buy a house in Marysville for \$200,000. Ms. Stiffarm clarified that the average was built on averages and that is the reason that the discount is built in.

Public Comment:

Chris Bandoli, Barclays North, 10515 – 20<sup>th</sup> Street SE, Everett, WA 98204,

Mr. Bandoli discussed the increasing cost of doing business in Marysville and urged the Planning Commission to consider a 50% discount.

**Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes, to forward the Marysville School District's Capital Facilities Plan on to the City Council. **Motion** passed unanimously (5-0).

## 2. Lakewood School District

Fred Owen, Director of Operations, was present to answer questions.

Chairman Muller asked him if they had received many calls on this. Mr. Owen replied that they had not. He stated that the number is not out of the ballpark even though it is a significant increase.

Public Comment – none.

**Motion** made by Commissioner Kvangnes, seconded by Commissioner Voigt, to forward the Lakewood School District's Capital Facilities Plan on to the City Council. **Motion** passed unanimously (5-0).

## 3. Lake Stevens School District

Rob Stanton, Director of Facilities and Operations, from Lake Stevens School District was present to answer questions.

Commissioner Foster asked Mr. Stanton about the 50% discount. Mr. Stanton replied that the jurisdictions of Lake Stevens and the County do give a 50% discount. Gloria Hirashima added the Marysville's ordinance gives a 25% discount.

Public Comment – none.

**Motion** made by Commissioner Voigt, seconded by Commissioner Mathews, to forward the Lake Stevens School District's Capital Facilities Plan on to the City Council. **Motion** passed unanimously (5-0).

The hearing was closed at 7:20 p.m.

### **COMMENTS FROM COMMISSIONERS**

Chairman Muller thanked asked if there would be information about the improvement districts available at the next meeting. Ms. Hirashima replied that there would be.

Director Hirashima gave an update on the Wal-Mart matter.

Chairman Muller stated that he has received a lot of calls about traffic congestion up north. Director Hirashima said they have hired a consultant to look at the Lakewood over-crossing project.

Commissioner Foster recommended doing a better job of marking u-turn areas on 172nd and Smokey Point Blvd. and also near Costco.

Commissioner Leifer asked if the extension of SR92 is on the 6-year plan. Ms. Hirashima explained that they are proposing adding it to the Capital Facilities Plan. She discussed how the construction would be financed.

Commissioner Leifer asked if there was any further news regarding a regional pond on 128th. Ms. Hirashima said she had not heard.

### **NEXT MEETINGS**

- **January 18, 2007** – Planning Commission Workshop (7:30)
- **January 23, 2007** – Continuance of the Public Hearing for the East Sunnyside/Whiskey Ridge Subarea Plan

## ADJOURNMENT

Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Kvangnes, seconded by Commissioner Foster to adjourn at 7:32 p.m. **Motion** passed unanimously (5-0).

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Laurie Hugdahl, Recording Secretary



# MARYSVILLE SCHOOL DISTRICT NO. 25

## CAPITAL FACILITIES PLAN

2006-2011

*“Marysville School District ... developing self-directed, lifelong learners.”*

### ***BOARD OF DIRECTORS***

Vicki Gates, President

Cindy Erickson

Don Hatch, Jr.

Carol Jason

Michael Kundu

### ***SUPERINTENDENT***

Dr. Larry Nyland

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Appendix B.....	School Impact Fee Calculations
Appendix C.....	Student Generation Rates

For information regarding the Marysville School District 2006-2011 Capital Facilities Plan, contact Jim Baker, Marysville School District No. 25, 4220 80th Street N.E., Marysville, Washington 98270-3498. Telephone: (360) 653-7058.

## *SECTION ONE: INTRODUCTION*

### *Purpose of the Capital Facilities Plan*

The Washington State Growth Management Act (the "GMA") outlines 13 broad goals including adequate provision of necessary public facilities and services. Schools are among these necessary facilities and services. School districts have adopted capital facilities plans to satisfy the requirements of RCW 36.70A.070 and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in their districts.

The Marysville School District (the "District") has prepared this Capital Facilities Plan (the "CFP") to provide Snohomish County (the "County"), the City of Marysville (the "City"), and the City of Everett ("Everett") with a schedule and financing program for capital improvements over the next six years (2006-2011).

In accordance with the Growth Management Act, adopted County policy, Snohomish County Ordinance Nos. 97-095 and 99-107, and the City of Marysville Ordinance Nos. 2306 and 2213, this CFP contains the following required elements:

- Future enrollment forecasts for each grade span (elementary schools, middle level schools, and high schools).
- An inventory of existing capital facilities owned by the District, showing the locations and capacities of the facilities.
- A forecast of the future needs for capital facilities and school sites.
- The proposed capacities of expanded or new capital facilities.
- A six-year plan for financing capital facilities within projected funding capacities, which clearly identifies sources of public money for such purposes. The financing plan separates projects and portions of projects which add capacity from those which do not, since the latter are generally not appropriate for impact fee funding.
- A calculation of impact fees to be assessed and support data substantiating said fees.

In developing this CFP, the District followed the following guidelines set forth in Appendix F of Snohomish County's General Policy Plan:

- Districts should use information from recognized sources, such as the U.S. Census or the Puget Sound Regional Council. School districts may

generate their own data if it is derived through statistically reliable methodologies. Information must not be inconsistent with Office of Financial Management (OFM) population forecasts. Student generation rates must be independently calculated by each school district.

- The CFP must comply with the GMA.
- The methodology used to calculate impact fees must comply with Chapter 82.02 RCW. The CFP must identify alternative funding sources in the event that impact fees are not available due to action by the state, county or cities within the District.

### ***Overview of the Marysville School District***

The District encompasses most of the City of Marysville, a small portion of the City of Everett, and portions of unincorporated Snohomish County. The District's boundaries also include the Tulalip Indian Reservation. The District encompasses a total of 72 square miles.

The District currently serves an approximate student population of 11,081 (October 1, 2005 FTE enrollment) with ten elementary schools (grades K-5), four middle level schools (one with grades 6-7, one with grades 8-9, and two with grades (6-8), and one comprehensive high school (grades 9-12). In addition, the District operates several specialized schools and one alternative high school. For the purposes of facility planning, this CFP considers grades K-5 as elementary school, grades 6-8 as middle level school, and grades 9-12 as high school. In 1999, the District moved approximately 400 9<sup>th</sup> graders to Marysville Pilchuck High School and approximately 500 9<sup>th</sup> graders remain at Marysville Junior High School. The District plans to shift all remaining 9<sup>th</sup> graders from the middle level schools to the high school level when a second high school is ready for occupancy. This is anticipated to be in 2011 if the high school construction proceeds as expected.

The District currently faces significant challenges related to the capacity and the condition of its facilities. Of particular concern is the capacity of its schools to accommodate growth at the elementary school level in certain areas of the District, and at the middle level and high school level throughout the District. Also of concern is the condition of its facilities. All schools need technology support upgrades (electrical and network). Eight elementary schools (Cascade, Kellogg Marsh, Liberty, Marshall, Marsh, Pinewood, Shoulters, Sunnyside and Tulalip), one middle level school (Marysville Middle School), and the high school (Marysville-Pilchuck High School) need to be remodeled. In addition, support facilities need additional space.

### ***Significant Issues***

The District faces significant issues, as do other districts, with regard to matters affecting the capital facilities planning process. Affordable housing (as compared to Seattle and adjacent cities) in the District tends to draw young families, which puts demands on the school facilities.

In addition, the 2005 amendments to the Snohomish County Comprehensive Plan expanded the Marysville urban growth boundary to include an additional 560.4 acres zoned for residential development. Also, a significant amount of acreage already within the Marysville UGA was rezoned to accommodate more density in housing developments. The dramatic modifications to land use priorities will have a significant impact on schools. Capacity impacts are obvious. In addition, locating and purchasing suitable property and agreement on scope and amount of future bond measures are of concern.

In February of 2006, the District's voters approved a school construction bond for approximately \$118 million. The bond will help pay for a second high school in the District, as well as a new elementary school. The District also will use the bond proceeds to acquire future school sites.

# School Locations

## Administrative Offices:

Marysville School District No. 25  
 4220 80<sup>th</sup> Street NE, Marysville, WA 98270  
 360-653-7058 FAX 360-653-9707

### Schools of the District: Grades K-5

- 9. **Allen Creek Elementary**  
 6505 – 60<sup>th</sup> Drive NE, 98270      360-653-0660  
 Principal, Scott Irwin
- 1. **Cascade Elementary**  
 5200 – 100<sup>th</sup> St. NE, 98270      360-653-0620  
 Principal, Chris Sampley
- 2. **Kellogg Marsh Elementary**  
 6329 – 91<sup>st</sup> Ave. NE, 98270      360-653-0643  
 Principal, Eric Culburn
- 3. **Liberty Elementary**  
 1919 – 10<sup>th</sup> St. NE, 98270      360-653-0625  
 Principal, Heidi Johnsen
- 4. **Marshall Elementary**  
 4407 116<sup>th</sup> St. NE, 98271      360-653-0630  
 Principal, Michelle Gurnee
- 5. **Pinewood Elementary**  
 5115 84<sup>th</sup> St. NE 98270      360-653-0635  
 Principal, Christine Breeze Williams
- 17. **Quil Ceda Elementary**  
 2415 – 74<sup>th</sup> Ave. NE, 98271      360-653-0890  
 Principal, Jeanne Tennis
- 6. **Shoutles Elementary**  
 13525 – 51<sup>st</sup> Ave. NE, 98271      360-653-0640  
 Principal, John Waldrop
- 7. **Sunnyside Elementary**  
 3619 Sunnyside NE, 98270      360-653-0645  
 Principal, Jane Colson
- 8. **Tulalip Elementary**  
 7730 – 36<sup>th</sup> Ave. NW, 98271      360-653-0650  
 Principal, Teresa Iyal-Santos

### Grades 6-7

- 10. **Marysville Middle**  
 4923 –67<sup>th</sup> St. NE, 98270      360-653-0615  
 Principal, Peta Lundberg

### Grades 6-8

- 11. **Cedarcrest School**  
 6400 – 88<sup>th</sup> Street NE, 98270      360-653-0850  
 Principal, Susan Bell
- 12. **Tenth Street Program**  
 1010 Beach St., 98270      360-653-0665  
 Principal, John Lombardi

### Grades 6-12

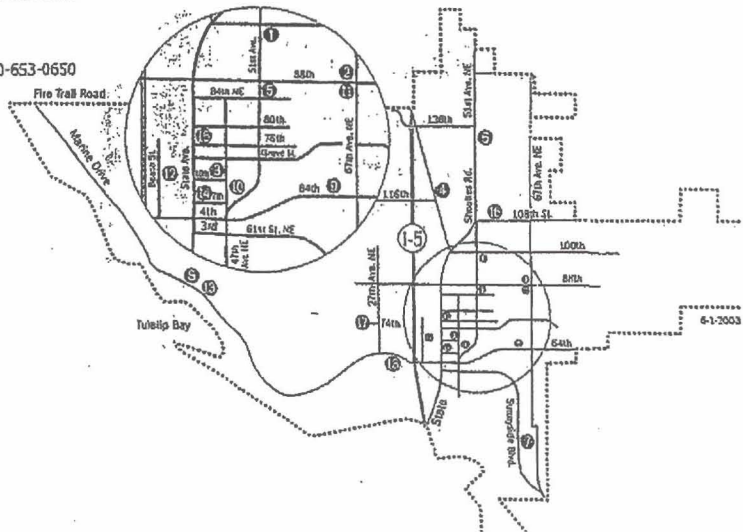
- 13. **Tulalip Heritage**  
 7707 36<sup>th</sup> Ave. NW, 98271      360-653-0690  
 Principal, Yvonne Ryans

### Grades 8-9

- 14. **Marysville Junior High**  
 1605 – 7<sup>th</sup> St. NE, 98270      360-653-0610  
 Principal, Judy Albertson

### Grades 9-12

- 18. **Marysville Arts & Technology Option School**  
 6330 31<sup>st</sup> Ave. NE, 98270      360-653-0664  
 Principal, John Lombardi
- 15. **Marysville Alternative High School**  
 4317 76<sup>th</sup> St. NE, 98270      360-653-0628  
 Principal, Dawn Bechtholdt
- 16. **Marysville-Pilchuck High**  
 5611 –108<sup>th</sup> St. NE, 98271      360-653-0600  
 Principal, Tracy Suchan-Toothaker



## *SECTION 2 -- EDUCATIONAL PROGRAM STANDARDS*

The District acknowledges and realizes that classroom population impacts the quality of instruction provided. School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards which typically drive facility space needs include grade configuration, optimum facility size, class size, educational program offerings, classroom utilization and scheduling requirements, and use of relocatable classrooms (portables).

In addition to student population, other factors such as collective bargaining agreements, government mandates, and community expectations also affect classroom space requirements. Traditional educational programs are often supplemented by programs such as special education, remediation, alcohol and drug education, computer labs, music, art, and other programs. These programs can have a significant impact on the available student capacity of school facilities.

District educational program standards may change in the future as a result of changes in the program year, special programs class sizes, grade span configurations, and use of new technology, as well as other physical aspects of the school facilities. The school capacity inventory will be reviewed periodically and adjusted for any changes to the educational program standards. These changes will also be reflected in future updates of this CFP.

Within the context of this topic, there are at least three methodologies that can be applied to capacity forecasting. Those include a maximum class size based on contractual obligations, a maximum class size target, and a minimum service level.

The District has internal targets, which predicate staffing decisions. These internal targets are the District's preferred capacity levels. In comparison, class size based on a maximum number of students is predicated on contractual language in the contract with the Marysville Education Association. This contract specifies a maximum number of students in a classroom above which the District must fund additional classroom assistance. Finally, the minimum service level represents the capacity level that the District will not exceed. This is determined by an average maximum number of students in a classroom by grade (for K-8 classes) or by a course of study (for the 9-12 grade level). For example, grade 8 may have an average class size (and minimum level of service) of 32 students. Some classrooms might have less than 32 students and some classrooms might have more than 32 students; however the average of grade 8 classrooms district-wide will not exceed 32 students. At the secondary school level, some classes will exceed 34 students (band, physical education, etc.). This minimum service level is defined for core classes and is an average of all core classes for the secondary level. Table 1 compares class size methodologies.

**Table 1**  
**Class Size Methodologies**

<i>Grade Level</i>	<i>District Targets</i>	<i>Maximum (Per Contract)</i>	<i>Minimum Service Level</i>
Kindergarten	23	24	27
Grades 1 – 3	23	24	29
Grades 4 – 5	26	27	30
Grades 6 – 8	25	30	32
Grades 9 – 12	26	30	34

***Educational Program Standards Based Upon Internal Targets***

***Elementary Schools:***

- Average class size for Kindergarten should not exceed 23 students.
- Average class size for grades 1-3 should not exceed 23 students.
- Average class size for grades 4-5 should not exceed 26 students.
- Special education for students may be provided in regular classes when inclusion is possible and in self-contained classrooms when this is the most appropriate option available.

***Middle and Junior High Schools:***

- Average class size for grades 6-8 should not exceed 25 students.
- It is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity is adjusted using a utilization factor of available teaching stations depending on the physical characteristics of the facility and program needs.
- Special education for students may be provided in regular classes when inclusion is possible and in self-contained classrooms when this is the most appropriate option available.
- Identified students will also be provided other programs in “resource rooms (i.e., computer labs, study rooms), and program specific classrooms (i.e., music, drama, art, home and family education).

***High Schools:***

- Average class size for grades 9-12 should not exceed 26 students.
- It is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity is adjusted



using a utilization factor of available teaching stations depending on the physical characteristics of the facility and program needs.

- Special education for students may be provided in regular classes when inclusion is possible and in self-contained classrooms when this is the most appropriate option available.
- Identified students will also be provided other programs in “resource rooms (i.e., computer labs, study rooms), and program specific classrooms (i.e., music, drama, art, home and family education).

### ***SECTION THREE: CAPITAL FACILITIES INVENTORY***

Under the GMA, public entities are required to inventory capital facilities used to serve existing development. The purpose of the facilities inventory is to establish a baseline for determining what facilities will be required to accommodate future demand (student enrollment) at acceptable levels of service. This section provides an inventory of capital facilities owned and operated by the District including schools, relocatable classrooms (portables), undeveloped land, and support facilities. School facility capacity was inventoried based on the space required to accommodate the District's adopted educational program standards. *See Section Two: Educational Program Standards.* A map showing locations of District facilities is provided on page 4.

#### ***Schools***

See *Section One* for a description of the District's schools and programs.

School capacity was determined based on the number of teaching stations within each building and the space requirements of the District's adopted educational program and internal targets. It is this capacity calculation that is used to establish the District's baseline capacity, and to determine future capacity needs based on projected student enrollment. The school capacity inventory is summarized in Tables 2, 3, and 4.

#### ***Relocatable Classrooms (Portables)***

Relocatable classrooms (portables) are used as interim classroom space to house students until funding can be secured to construct permanent classrooms. The District currently uses 115 relocatable classrooms at various school sites throughout the District to provide additional interim capacity. A typical relocatable classroom can provide capacity for a full-size class of students. Current use of relocatable classrooms throughout the District is summarized in Table 5.

**Table 2**  
**Elementary School Inventory**

<i>Elementary School</i>	<i>Site Size (Acres)</i>	<i>Building Area (sq ft)</i>	<i>Teaching Stations*</i>	<i>Permanent Capacity</i>
Allen Creek	11.0	47,594	22.0	528
Cascade	9.5	38,923	18.0	432
Kellogg Marsh	12.8	47,816	19.0	456
Liberty	9.1	40,459	17.0	408
Marshall	13.7	53,063	17.0	408
Pinewood	10.5	40,073	19.0	456
Quil Ceda	10.0	47,594	19.0	456
Shoultes	9.5	40,050	16.5	396
Sunnyside	10.4	39,121	22.0	528
Tulalip	10.0	41,530	12.0	288
<b>TOTAL</b>	<b>106.5</b>	<b>436,223</b>	<b>181.5</b>	<b>4,356</b>

\* Teaching Station Definition: A space designated as a classroom. Other stations include spaces designated for special education and pull-out programs.

**Table 3**  
**Middle Level School Inventory**

<i>Middle Level School</i>	<i>Site Size (Acres)</i>	<i>Building Area (sq ft)</i>	<i>Teaching Stations*</i>	<i>Permanent Capacity</i>
Cedarcrest (6-8)	27.0	83,128	21.5	538
Marysville Jr Hi (8-9)	15.2	124,822	35.0	893
Marysville Mid (6-7)	21.0	99,617	33.0	825
Tenth St. School (6-8)	2.9	12,971	2.0	50
Tulalip Heritage School (6-12)	**	**	**	**
<b>TOTAL</b>	<b>66.1</b>	<b>320,538</b>	<b>91.5</b>	<b>2,306</b>

\* Teaching Station Definition: A space designated as a classroom. Other stations include spaces designated for special education and pull-out programs.

\*\* The Tulalip Heritage School is located in relocatable facilities. Some, but not all, of the relocatables are owned by the District. See Table 5. The facility is located on sites that are not owned by the District.

**Table 4**  
**High School Inventory**

<b>High School</b>	<b>Site Size (Acres)</b>	<b>Building Area (sq ft)</b>	<b>Teaching Stations**</b>	<b>Permanent Capacity</b>
Marysville- Pilchuck	83.0	259,033	64.6	1,680
Marysville Alternative	2.4	18,350	11.0	286
Arts & Technology School	***	***	***	***
<b>TOTAL</b>	<b>85.4</b>	<b>277,383</b>	<b>75.6</b>	<b>1,966</b>

\* Teaching Station Definition: A space designated as a classroom. Other stations include spaces designated for special education and pull-out programs.

\*\* The Arts & Technology School is included in the inventory; however, the building square footage should not be included in the total capacity plan because it is leased space. A new Arts & Technology School, built on land owned by the District, is proposed as a part of this Plan.

**Table 5**  
**Relocatable Classroom (Portable) Inventory**

<i>Elementary School</i>	<i>Relocatables*</i>	<i>Other Relocatables**</i>	<i>Interim Capacity</i>
Allen Creek	5	2	120
Cascade	3	3	72
Kellogg Marsh	5	2	120
Liberty	6	2	144
Marshall	2	3	48
Pinewood	3	4	72
Quil Ceda	3	2	72
Shoultes	1	7	24
Sunnyside	4	5	96
Tulalip	0	1	0
<b><i>SUBTOTAL</i></b>	<b>32</b>	<b>31</b>	<b>768</b>

<i>Middle Level School</i>	<i>Relocatables</i>	<i>Other Relocatables</i>	<i>Interim Capacity</i>
Cedarcrest (6-8)	12	2	300
Marysville Jr Hi (8-9)	0	0	0
Marysville Mid (6-7)	8	5	200
Tenth Street School	5	0	125
<b><i>SUBTOTAL</i></b>	<b>25</b>	<b>7</b>	<b>625</b>

<i>High School</i>	<i>Relocatables</i>	<i>Other Relocatables</i>	<i>Interim Capacity</i>
Marysville-Pilchuck	15	0	390
Marysville Alt.	0	0	0
Tulalip Heritage School	4	1	104
<b><i>SUBTOTAL</i></b>	<b>19</b>	<b>1</b>	<b>494</b>

<b><i>TOTAL</i></b>	<b>76</b>	<b>39</b>	<b>1,887</b>
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\*Used for regular classroom capacity.

\*\*The relocatables referenced under "other relocatables" are used for special pull-out programs.

### *Support Facilities*

In addition to schools, the District owns and operates additional facilities which provide operational support functions to the schools. An inventory of these facilities is provided in Table 6.

**Table 6**  
**Support Facility Inventory**

<i>Facility</i>	<i>Building Area (Square Feet)</i>	<i>Site Size (Acres)</i>
Service Center		11.35
Administration	33,028	
Grounds	3,431	
Maintenance	12,361	
Engineering	7,783	
Warehouse	16,641	

### *Land Inventory*

The District owns a number of undeveloped sites. An inventory of these sites is provided in Table 7.

**Table 7**  
**Undeveloped Site Inventory**

<i>Site</i>	<i>Site Size (Acres)</i>
Grove Street & 67 <sup>th</sup> Ave NE	6.20
4315 71 <sup>st</sup> Ave NE	7.00
132nd Street Site	20.00
152nd Street Site	35.02
New Getchell Site	43.00
Old Getchell Site	10.00
West Marshall Site (School Farm)	18.00
Quil Ceda Road Site	39.40
Sunnyside Hills Site	13.00

Development on some of these sites is restricted due to significant wetlands, limited site sizes, high utility costs, and/or inappropriate locations.

The District plans to acquire an additional elementary site in anticipation of growth needs. The District plans to use the Getchell site for the second high school and the Quil Ceda Road site for the new Options School.

The District does not own any sites which are developed for uses other than schools.

**SECTION FOUR: STUDENT ENROLLMENT TRENDS AND PROJECTIONS**

***Historical:***

The District has experienced an annual average growth rate of approximately 1.65% during the past 10 year period. *See Appendix A* for complete enrollment history. Table 8 breaks down the average growth per grade level:

**Table 8**  
***Historical Growth Averages by Grade Level***

	<b>10 year</b>
Elementary School Level	0.71
Middle School Level	1.60
High School Level	2.80

***Recent:***

During the last four years, this growth rate has substantially declined due to a number of factors. First, the effect of a slowing United States economy and specifically in the reduced employment at the Boeing Aircraft Company and supporting companies in and around the Everett/Marysville areas. Second, the prolonged teachers' strike in Marysville during September and October 2003 resulted in an exodus of students to neighboring districts and into home school programs. The effect of these combined events coupled with other exogenous variables significantly affected this trending; however, as a sign of recovery, some enrollment gains were experienced in the fall of 2004 and the fall of 2005. During the past six years, an annual average growth rate of 0.5% was experienced. Table 9 breaks down the average growth per grade level for the past five years and the past year:

**Table 9**  
***Recent Growth Averages by Grade Level***

	<b>5 year</b>	<b>1 year</b>
Elementary School Level	(1.10)	3.00
Middle School Level	(0.70)	(4.00)
High School Level	0.52	2.90

### *Projected Student Enrollment 2006-2011*

Generally, enrollment projections using historical calculations are most accurate for the initial years of the forecast period. Moving further into the future, more assumptions about economic conditions, land use, and demographic trends in the area affect the projection. Monitoring birth rates in the County and population growth for the area are essential yearly activities in the ongoing management of the CFP. In the event that enrollment growth slows, plans for new facilities can be delayed. It is much more difficult, however, to initiate new projects or speed projects up in the event enrollment growth exceeds the projections.

The District has developed its own methodology for forecasting future enrollments. This methodology, a modified cohort survival method, considers the cumulative effect of the economic situation, the 2003 teachers' strike, and the projected residential development within the District. The District methodology uses the cohort projections developed by the Office of the Superintendent of Public Instruction as a baseline and then applies a growth factor for each year through 2019. *See Appendix A.* The average growth factor applied for the six year period of this CFP is 1.48% of enrollment growth per year. This growth factor was determined using an analysis of historic average housing development in the District and past enrollment growth within the last six years (with the exception of the year 2003, which was the year of the District-wide teachers' strike), knowledge of active known and proposed future housing developments, and an assessment of the recent amendments to the Snohomish County Comprehensive Plan, which expanded the existing urban growth boundaries. Future updates to this CFP will include more specific information related to the Comprehensive Plan amendments.

Using the modified cohort survival projections, a total enrollment of 12,225 (FTE) is expected in 2011. In other words, the District expects the enrollment of 1,144 additional students between 2006 and 2011. *See Table 10.*

OFM population-based enrollment projections were estimated for the District using OFM population forecasts for the County. Between 1990 and 2001, the District's enrollment constituted approximately 19.77% of the District's total population. Assuming that, between 2006 and 2011, the District's enrollment will continue to constitute 19.77% of the District's population, using OFM/County data, the District projects a total enrollment of 14,390 students in 2011. *See Table 10.*

**Table 10**  
**Projected Student Enrollment**  
**2006-2011**

<i>Projection</i>	<i>2005*</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>Actual Change</i>	<i>Percent Change</i>
OFM/County	11,081	11,632	12,183	12,734	12,285	13,846	14,390	3,309	29.9%
District	11,081	11,389	11,613	11,758	11,905	12,085	12,225	1,144	10.3%

\* Actual enrollment (October 1, 2005).



Based upon the immediate dynamics of the District, as discussed above, the District has chosen to follow the more conservative District estimates as opposed to the OFM/County projections during this planning period. This decision will be revisited in future updates to the CFP.

### ***2025 Enrollment Projections***

Student enrollment projections beyond 2011 and to the future are highly speculative. The District projects a total enrollment of 14,191 students in 2025. This is based on the District's enrollment projections for 2005 and an estimated 1.19% average annual increase in the student population. *See Appendix A.* The total enrollment estimate was then broken down by grade span to evaluate long-term site acquisition needs for elementary, middle level, and high school facilities.

Projected enrollment by grade span for the year 2025 is provided in Tables 11-A and 11-B. Again, these estimates are highly speculative and are used only for general planning purposes.

***Table 11-A  
Projected Student Enrollment - District  
2025***

<i>Grade Span</i>	<i>Projected Enrollment</i>
Elementary (K-5)	6,258
Middle Level School (6-8)	3,491
High School (9-12)	4,442
<b><i>TOTAL (K-12)</i></b>	<b>14,191</b>

Assuming that the District's enrollment will continue to constitute 19.77% of the District's population through 2025, the projected enrollment by grade span *based upon the County/OFM projections* is as follows:

***Table 11-B  
Projected Student Enrollment – County/OFM  
2025***

<i>Grade Span</i>	<i>Projected Enrollment</i>
Elementary (K-5)	8,044
Middle Level School (6-8)	4,487
High School (9-12)	5,709
<b><i>TOTAL (K-12)</i></b>	<b>18,240</b>

**SECTION FIVE: CAPITAL FACILITIES PROJECTIONS FOR FUTURE NEEDS**

Projected available student capacity was derived by subtracting projected student enrollment from existing school capacity (excluding relocatable classrooms) for each of the six years in the forecast period (2006-2011). Capacity needs are expressed in terms of “unhoused students” Table 12 identifies the District’s current capacity needs (based upon information contained in Table 14):

**Table 12**  
**Unhoused Students – Based on October 2005 Enrollment/Capacity**

<i>Grade Span</i>	<i>Unhoused Students</i>
Elementary Level (K-5)	524
Middle Level (6-8)	922
High School Level (9-12)	1,005

The method used to define future capacity needs assumes that:

- The 9<sup>th</sup> grade students remaining at the middle level schools, approximately 500 students, will shift from the middle level schools to the high schools in 2011, assuming that High School No. 2 is opened in 2011.
- High School No. 2, housing approximately 1,600 students, starts construction in 2007 and opens in 2011.
- A new elementary school, housing 550 students, starts construction in 2006 and opens in 2009.
- A new Options Alternative School, housing 200 students in grades 7-8 and 500 students grades 9-12, starts construction in 2007 and opens in 2008.

Assuming these capacity additions, Table 13 identifies the additional permanent classroom capacity that will be needed in 2011, the end of the six year forecast period:

**Table 13**  
**Unhoused Students - 2011**

<i>Grade Span</i>	<i>Unhoused Students</i>
Elementary Level (K-5)	485
Middle Level (6-8)	579
High School Level (9-12)	(300)

Projected future capacity needs, shown in Table 14, are derived by applying the projected number of students to the projected capacity. Grade reconfigurations and planned improvements by the District through 2011 are included in Table 14. Due to varying configurations in the District's schools, the capacity noted in Table 14 is by grade level, not by individual schools. It is not the District's policy to include relocatable classrooms when determining future capital facility needs; therefore interim capacity provided by relocatable classrooms is not included. (Information on relocatable classrooms and interim capacity can be found in Table 5. Information on planned construction projects can be found in the Financing Plan, Table 15.)

**Table 14**  
**Projected Student Capacity – 2006 through 2011**

**Elementary School -- Surplus/Deficiency**

	2005*	2006	2007	2008	2009	2010	2011
Existing Capacity	4,356	4,356	4,356	4,356	4,356	4,906	4,906
Added Permanent Capacity	0	0	0	0	550	0	0
Total Capacity**	4,356	4,356	4,356	4,356	4,906	4,906	4,906
Enrollment	4,880	4,959	5,109	5,199	5,268	5,245	5,303
Surplus (Deficiency)**	(524)	(603)	(753)	(843)	(362)	(339)	(397)

\*Actual October 2005 FTE enrollment

\*\*Does not include added relocatable capacity

**Middle School Level -- Surplus/Deficiency**

	2005*	2006	2007	2008	2009	2010	2011
Existing Capacity	2,306	2,306	2,306	2,306	2,506	2,506	2,506
Added Permanent Capacity	0	0	0	200	0	0	0
Total Capacity***	2,306	2,306	2,306	2,506	2,506	2,506	2,506
Enrollment	3,228	3,250	3,215	3,330	3,393	3,605	3,158**
Surplus (Deficiency)***	(922)	(944)	(909)	(824)	(887)	(1,099)	(652)

\*Actual October 2005 FTE enrollment

\*\* Assumes shifting of remaining grade 9 students from middle/junior high schools to high school in 2011.

\*\*\*Does not include added relocatable capacity

**High School Level -- Surplus/Deficiency**

	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Existing Capacity	1,966	1,966	1,966	1,966	2,466	2,466	2,466
Added Permanent Capacity	0	0	0	500	0		1,600
Total Capacity***	1,966	1,966	1,966	2,466	2,466	2,466	4,066
Enrollment	2,971	3,179	3,289	3,230	3,245	3,235	3,766*
Surplus (Deficiency)***	(1,005)	(1,213)	(1,323)	(764)	(779)	(769)	300

\*Actual October 2005 FTE enrollment

\*\* Assumes shifting of remaining grade 9 students from middle/junior high schools to high school in 2010.

\*\*\*Does not include added relocatable capacity.

**District Summary -- Surplus/Deficiency**

	<b>2005*</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Existing Capacity	8,628	8,628	8,628	8,628	9,328	9,878	9,878
Added Permanent Capacity	0	0	0	700	550	0	1,600
Added Relocatables**	0	0	0	0	0	0	0
Total Permanent Capacity	8,628	8,628	8,628	9,328	9,878	9,878	11,478
Relocatable Capacity**	1,887	1,887	1,887	1,887	1,887	1,887	1,887
Total Capacity	10,515	10,515	10,515	11,215	11,765	11,765	13,365
Enrollment	11,081	11,389	11,613	11,757	11,905	12,085	12,227
Surplus (Deficiency)	(566)	(874)	(1,098)	(542)	(140)	(320)	1,138

\*Actual October 2005 FTE enrollment

\*\*Depending on capacity needs, the District may purchase portables during the six years of this Plan. However, the chart does not reflect any such increased portable capacity.

## **SECTION SIX: FINANCING PLAN**

### ***Planned Improvements***

The District plans to address projected enrollment increases by constructing a 550 student elementary school, which will open in the fall of 2009, and a 1,200 to 1,600 student high school (opening fall of 2011). The District will also open a new Options School (grades 7-12) in 2008.

### ***Financing for Planned Improvements***

Funding for planned improvements is typically secured from a number of sources including voter-approved bonds, State match funds, and impact fees.

***General Obligation Bonds:*** Bonds are typically used to fund construction of new schools and other capital improvement projects, and require a 60% voter approval. The District's voters approved funding for the new high school and new elementary school in February of 2006. Future bond issues will require input from community and staff, substantial exploration of facility options, and critical decisions by the Board of Directors.

***State Match Funds:*** State Match Funds come from the Common School Construction Fund, which is composed of revenues accruing predominantly from the sale of renewable resources (i.e., timber) from State school lands set aside by the Enabling Act of 1889. If these sources are insufficient to meet needs, the Legislature can appropriate funds or the State Board of Education can establish a moratorium on certain projects. School districts may qualify for State match funds for specific capital projects based on a prioritization system. While the District currently qualifies for State match funds, decreasing enrollment during the past three years has resulted in a significant decrease in potential matching funds. Actual growth in future years should reverse this trend.

***Impact Fees:*** Impact fees are a means of supplementing traditional funding sources for construction of public facilities needed to accommodate new development. School impact fees are generally collected by the permitting agency at the time plats are approved or building permits are issued. *See Section 7 School Impact Fees.*

The Six-Year Financing Plan shown on Table 15 demonstrates how the District intends to fund new construction and improvements to school facilities for the years 2006-2011. The financing components include bonds, State match funds, and impact fees. The Financing Plan separates projects and portions of projects which add capacity from those which do not, since the latter are generally not appropriate for impact fee funding.

**Table 15**  
**Capital Facilities Financing Plan**

**Improvements Adding Permanent Capacity (Costs in Millions)**

Project	2006	2007	2008	2009	2010	2011	Total Cost	Bonds/ Local Funds	State Match	Impact Fees <sup>1</sup>
<b>Elementary</b>										
Elementary No. 11 (Construction)	\$1.50	\$6.50	\$5.00	\$5.00			\$18.00	\$14.30	\$2.70	\$1.00
Elementary No. 11 Site Acquisition	\$1.33						\$1.33			\$1.33
<b>Middle School</b>										
Options School <sup>2</sup>	\$1.51	\$2.00	\$2.00				\$5.51	\$2.51		\$3.00
<b>High School</b>										
Options School <sup>3</sup>	\$4.00	\$5.00	\$3.86				\$12.86	\$2.86		\$10.00
High School No. 2 (Site Acquisition)	\$4.00						\$4.00	\$3.50		\$0.50
High School No. 2 (Construction)			\$25.00	\$35.00	\$19.20		\$79.00	\$66.70	\$12.00	\$0.50
Land Purchase (for future growth)		\$4.00		\$4.00			\$8.00	\$7.00		\$1.00

**Total Capacity Improvements – (Costs in Millions)**

	2006	2007	2008	2009	2010	2011	Total Cost	Bonds/ Local Funds	State Match	Impact Fees
<b>Elementary</b>	\$2.83	\$6.50	\$5.00	\$5.00	0		\$19.33	\$14.30	\$2.70	\$2.33
<b>Middle Level</b>	\$1.51	\$2.00	\$2.00		0		\$5.51	\$2.51		\$3.00
<b>High School</b>	\$8.00	\$5.00	\$28.86	\$35.00	\$19.20		\$96.06	\$73.06	\$12.00	\$11.00
<b>Land Purchase</b>		\$4.00		\$4.00	0		\$8.00	\$7.00		\$1.00
<b>TOTALS</b>	<b>\$12.34</b>	<b>\$17.50</b>	<b>\$35.86</b>	<b>\$44.00</b>	<b>\$19.20</b>		<b>\$128.90</b>	<b>\$96.87</b>	<b>\$14.70</b>	<b>\$17.33</b>

<sup>1</sup> Fees in this column are based on amount of fees collected to date and estimated fees on future units. Estimated fees are based on recent fee collections and a review of projected fee amounts and known or anticipated future growth.

<sup>2</sup> Includes capacity for grades 7-8.

<sup>3</sup> Includes capacity for grades 9-12.

**Table 15**  
**Capital Facilities Financing Plan**

**Improvements Not Adding New Permanent Capacity (Costs in Millions)**

Project	2006	2007	2008	2009	2010	2011	Total Cost	Bonds	State Match	Impact Fees
<b>District-wide</b>										
Repair/Remodel Projects				\$4.0	\$4.0		\$8.0	\$8.0		
Technology Improvements				\$2.5	\$2.5		\$5.0	\$5.0		
<b>TOTALS</b>				\$6.5	\$6.5		\$13.0	\$13.0		

## ***SECTION SEVEN: SCHOOL IMPACT FEES***

The GMA authorizes jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Impact fees cannot be used for the operation, maintenance, repair, alteration, or replacement of existing capital facilities used to meet existing service demands.

### ***School Impact Fees in Snohomish County, the City of Marysville, and the City of Everett***

The Snohomish County General Policy Plan ("GPP") which implements the GMA sets certain conditions for school districts wishing to assess impact fees:

- The District must provide support data including: an explanation of the calculation methodology, description of key variables and their computation, and definitions and sources of data for all inputs into the fee calculation.
- Data must be accurate, reliable, and statistically valid.
- Data must accurately reflect projected costs in the Six-Year Financing Plan.
- Data in the proposed impact fee schedule must reflect expected student generation rates from the following residential unit types: single family; multi-family/studio or one-bedroom; and multi-family/two or more-bedroom.

Snohomish County established a school impact fee program in November 1997, and amended the program in December 1999. This program requires school districts to prepare and adopt Capital Facilities Plans meeting the specifications of the GMA. Impact fees calculated in accordance with the formula, which are based on projected school facility costs necessitated by new growth and are contained in the District's CFP, become effective following County Council adoption of the District's CFP.

The City of Marysville also adopted a school impact fee program consistent with the Growth Management Act in November 1998 and amended the program in December 1999, and in August 2000.

### ***Methodology Used to Calculate School Impact Fees***

Impact fees in Appendix B have been calculated utilizing the formula in the Snohomish County Code and the Municipal Code for the City of Marysville. The resulting figures are based on the



District's cost per dwelling unit to purchase land for school sites, make site improvements, construct schools, and purchase/install relocatable facilities (portables). As required under the GMA, credits have also been applied in the formula to account for State Match Funds to be reimbursed to the District and projected future property taxes to be paid by the dwelling unit.

The District's cost per dwelling unit is derived by multiplying the cost per student by the applicable student generation rate per dwelling unit. The student generation rate is the average number of students generated by each housing type -- in this case, single family dwellings and multi-family dwellings. Multi-family dwellings were broken out into one-bedroom and two-plus bedroom units. Pursuant to the Snohomish County and the City of Marysville School Impact Fee Ordinances, the District conducted student generation studies within the District. This was done to "localize" generation rates for purposes of calculating impact fees. Student generation rates for the District are shown on Table 16. *See also* Appendix C.

**Table 16**  
***Student Generation Rates***

	<i>Elementary</i>	<i>Middle Level</i>	<i>High School</i>	<i>TOTAL</i>
Single Family	.322	.191	.104	.617
Multi-Family (1 Bedroom)	No Data	No Data	No Data	No Data
Multi-Family (2+ Bedrooms)	.264	.150	.068	.482

(Source: Browning Consulting, April 2006)

***Proposed Marysville School District Impact Fee Schedule for Snohomish County and the City of Everett***

Using the variables and formula described, impact fees proposed for the District in Snohomish County and in the City of Everett, using the County's discount rate of 50%, are summarized in Table 17. *See also* Appendix B.

***Table 17  
School Impact Fees  
2006***

<i>Housing Type</i>	<i>Impact Fee Per Dwelling Unit</i>
Single Family	\$5,623
Multi-Family (1 Bedroom)	N/A
Multi-Family (2+ Bedroom)	\$4,586

***Proposed Marysville School District Impact Fee Schedule for the City of Marysville***

Using the variable and formula described, impact fees proposed for the District in the City of Marysville, assuming the City's discount of 25%, are summarized in Table 14. *See also* Appendix B.

***Table 18  
School Impact Fees  
2006***

<i>Housing Type</i>	<i>Impact Fee Per Dwelling Unit</i>
Single Family	\$8,434
Multi-Family (1 Bedroom)	N/A
Multi-Family (2+ Bedroom)	\$6,880

**FACTORS FOR ESTIMATED IMPACT FEE CALCULATIONS**

**Student Generation Factors – Single Family**

Elementary	.322
Middle	.191
Senior	.104
<b>Total</b>	<b>.617</b>

**Student Generation Factors – Multi Family (1 Bdrm)**

Elementary	.000
Middle	.000
Senior	.000
<b>Total</b>	<b>.000</b>

**Student Generation Factors – Multi Family (2+ Bdrm)**

Elementary	.264
Middle	.150
Senior	.068
<b>Total</b>	<b>.482</b>

**Projected Student Capacity per Facility**

Elementary School	550
Middle (Options)	200
Senior (New & Options)	2,100

**Required Site Acreage per Facility**

Elementary	20.0
Senior	40.0

**Facility Construction Cost/Average**

Elementary	\$18,000,000
Middle (Options)	\$5,511,214
Senior (New & Options)	\$91,859,499

**Permanent Facility Square Footage**

Elementary	436,223
Middle	320,538
Senior	280,326
<b>Total</b>	<b>1,037,087</b>

**Temporary Facility Square Footage**

Elementary	33,600
Middle	26,250
Senior	19,950
<b>Total</b>	<b>79,800</b>

**Total Facility Square Footage**

Elementary	469,823
Middle	346,788
Senior	300,276
<b>Total</b>	<b>1,116,887</b>

**Average Site Cost/Acre**

Elementary	\$65,000
Senior	\$100,000

**Temporary Facility Capacity**

Capacity  
Cost

**State Match Credit**

Current State Match Percentage	62.82%
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**Area Cost Allowance**

Current ACA	154.22
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**District Average Assessed Value**

Single Family Residence	\$196,699
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**District Average Assessed Value**

Multi Family (1 Bedroom)	\$77,591
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**District Average Assessed Value**

Multi Family (2+ Bedroom)	\$114,024
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**SPI Square Footage per Student**

Elementary	90
Middle	117
High	130

**District Debt Service Tax Rate**

Current/\$1,000	\$1.54
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**General Obligation Bond Interest Rate**

Current Bond Buyer Index	4.57%
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**Developer Provided Sites/Facilities**

Value	0
Dwelling Units	0

Note: The total costs of the school construction projects and the total capacities are shown in the fee calculations. However, new development will only be charged for the system improvements needed to serve new growth.

**APPENDIX A**

**POPULATION AND ENROLLMENT DATA**

MARYSVILLE SCHOOL DISTRICT  
 ENROLLMENT HISTORY  
 INDIVIDUAL GRADE LEVEL  
 1983 TO 2004

(October 1 Headcount Enrollment excluding Running Start) \*

	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
K	501	565	619	658	679	710	714	822	771	773	714	752	779	834	832	863	830	860	805	815	781	876
1	559	571	606	629	686	704	742	735	821	801	758	776	809	867	871	932	909	866	918	857	818	852
2	493	564	592	625	636	713	742	757	752	831	792	792	796	849	870	918	951	947	868	923	821	860
3	498	532	574	591	647	639	736	787	794	746	842	809	803	850	864	893	942	984	985	897	856	818
4	497	523	519	578	591	647	660	749	758	778	771	846	841	832	851	906	910	968	1006	995	849	867
5	502	520	530	510	606	607	674	671	746	760	811	771	891	871	848	879	916	939	992	969	956	837
Subtl	3,050	3,275	3,440	3,591	3,844	4,020	4,258	4,501	4,642	4,668	4,668	4,748	4,889	5,103	5,136	5,391	5,458	5,564	5,553	5,456	5,081	5,130
6	528	517	548	533	561	620	617	690	688	744	758	814	756	894	887	879	872	948	961	986	921	932
7	573	547	536	553	547	535	613	616	695	667	747	765	818	809	891	918	878	891	944	939	940	941
8	603	573	549	539	546	560	556	633	614	668	691	747	739	807	782	895	930	902	891	918	894	969
Subtl	1,704	1,637	1,633	1,625	1,654	1,715	1,786	1,939	1,997	2,079	2,196	2,328	2,313	2,510	2,560	2,692	2,680	2,741	2,796	2,843	2,765	2,842
9	556	577	572	563	585	586	597	587	661	641	700	719	782	777	870	883	997	1018	1137	1113	917	929
10	471	538	585	542	573	584	565	600	564	649	614	672	709	765	756	858	835	935	859	848	948	950
11	442	449	543	565	564	568	559	549	575	560	598	566	634	682	727	752	799	789	848	805	799	818
12	447	455	475	558	525	494	531	531	505	539	550	594	541	610	543	689	698	722	739	751	718	763
Subtl	1,916	2,019	2,175	2,228	2,247	2,232	2,252	2,287	2,305	2,389	2,482	2,551	2,666	2,834	2,996	3,180	3,329	3,464	3,583	3,517	3,362	3,460
Totals	6,670	6,931	7,248	7,444	7,745	7,967	8,296	8,707	8,944	9,159	9,346	9,623	9,868	10,447	10,692	11,263	11,467	11,769	11,932	11,816	11,218	11,432

\* This column reflects November 1997 data, as October data appears to be in error.

ANNUAL GROWTH FACTOR

4.8%	2.7%	4.0%	2.9%	4.1%	5.0%	2.7%	2.4%	2.1%	3.0%	2.5%	5.9%	2.3%	5.3%	1.8%	2.6%	1.4%	-1.0%	-5.1%	1.9%
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AVERAGE GROWTH FACTOR

3.8%	3.8%	3.5%	3.7%	3.9%	3.7%	3.5%	3.4%	3.3%	3.3%	3.5%	3.4%	3.6%	3.4%	3.4%	3.4%	3.3%	3.0%	2.6%	2.6%
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

AVERAGE GROWTH FACTOR FROM 1987

3.8%	3.2%	3.0%	2.7%	2.1%	1.1%	1.2%
------	------	------	------	------	------	------

Source: SPI data files

MARYSVILLE SCHOOL DISTRICT  
 ENROLLMENT PROJECTION  
 INDIVIDUAL GRADE LEVEL  
 2006 TO 2009

(Oct. 1, Headcount; excl. running start)							COHORT FACTOR	GROWTH FACTOR PER YEAR	2006	2007	2008	2009
1999	2000	2001	2002	2003	2004	2005			2006	2007	2008	2009
830	860	805	815	781	876	804			836	813	849	850
909	866	918	857	818	852	939	105.0%	2006	862	900	876	915
951	947	868	923	821	860	890	101.6%	102.10%	974	898	937	912
942	984	965	897	856	818	882	100.9%		917	1008	929	970
910	968	1005	995	849	887	856	102.0%	2007 TO 2010	918	959	1054	971
916	939	992	969	956	837	919	99.6%	102.50%	870	937	979	1075
5,458	5,564	5,553	5,456	5,081	5,130	5,290			5,378	5,515	5,624	5,693
								2011 TO 2012				
872	948	961	986	921	932	848	99.6%	102.30%	934	888	957	999
878	891	944	939	940	941	942	99.3%		860	951	904	973
1,750	1,839	1,905	1,925	1,861	1,873	1,790		2013 TO 2020	1,794	1,839	1,860	1,972
								102.20%				
930	902	891	918	894	969	944	99.4%		956	876	969	921
997	1018	1137	1113	917	929	990	101.4%		977	994	910	1007
1,927	1,920	2,028	2,031	1,811	1,898	1,934			1,933	1,869	1,879	1,928
835	935	859	848	948	950	1044	104.7%		1059	1049	1067	977
799	789	848	805	799	818	807	84.2%		898	914	906	921
698	722	739	751	718	763	723	90.5%		745	832	847	840
2,332	2,446	2,446	2,404	2,465	2,531	2,574			2,702	2,795	2,820	2,738
<b>11,467</b>	<b>11,769</b>	<b>11,932</b>	<b>11,816</b>	<b>11,218</b>	<b>11,432</b>	<b>11,588</b>			<b>11,807</b>	<b>12,019</b>	<b>12,182</b>	<b>12,330</b>
	302	183	-116	-588	214	158			219	212	164	148
	2.63%	1.38%	-0.97%	-5.06%	1.91%	1.36%			1.89%	1.80%	1.36%	1.21%

**MARYSVILLE SCHOOL DISTRICT**  
**ENROLLMENT PROJECTION**  
**INDIVIDUAL GRADE LEVEL**  
**2010 TO 2020**

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
K	856	862	868	879	885	892	900	907	915	923	930
1	916	920	927	932	944	950	958	966	974	983	991
2	953	952	956	963	968	980	987	995	1003	1012	1021
3	944	984	983	986	993	998	1011	1018	1028	1035	1043
4	1014	984	1026	1024	1028	1035	1040	1054	1061	1070	1078
5	991	1033	1003	1044	1042	1046	1053	1059	1073	1080	1089
Subtl	5,673	5,734	5,763	5,828	5,860	5,902	5,949	5,999	6,052	6,101	6,152
6	1097	1010	1052	1020	1063	1061	1064	1072	1077	1091	1099
7	1016	1115	1026	1067	1035	1078	1076	1080	1087	1093	1107
	2,114	2,124	2,077	2,087	2,098	2,139	2,140	2,151	2,165	2,184	2,206
8	992	1033	1134	1042	1084	1052	1095	1093	1097	1105	1111
9	957	1029	1072	1174	1080	1123	1090	1135	1133	1137	1145
	1,949	2,062	2,205	2,216	2,164	2,175	2,185	2,228	2,230	2,241	2,255
10	1080	1025	1102	1147	1257	1156	1202	1167	1215	1213	1217
11	844	931	884	949	988	1082	995	1035	1004	1046	1044
12	854	781	862	817	877	913	1000	920	957	928	967
Subtl	2,778	2,737	2,847	2,913	3,122	3,151	3,197	3,121	3,176	3,187	3,227
<b>Totals</b>	<b>12,513</b>	<b>12,658</b>	<b>12,892</b>	<b>13,045</b>	<b>13,243</b>	<b>13,366</b>	<b>13,472</b>	<b>13,500</b>	<b>13,623</b>	<b>13,714</b>	<b>13,841</b>
Change	162	145	234	153	198	123	106	27	123	91	127
% Change	1.48%	1.16%	1.85%	1.18%	1.52%	0.93%	0.79%	0.20%	0.91%	0.87%	0.92%

**APPENDIX B**

**SCHOOL IMPACT FEE CALCULATIONS**



SCHOOL IMPACT FEE CALCULATIONS									
DISTRICT	Marysville School District								
YEAR	2006								
JURISDICTION	City of Marysville and Snohomish County/City of Everett								
<b>School Site Acquisition Cost:</b>									
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor									
	Facility Acreage	Cost/Acre	Facility Capacity	Student Factor SFR	Student Factor MFR (1)	Student Factor MFR (2+)	Cost/SFR	Cost/MFR (1)	Cost/MFR (2+)
Elementary	20.00	\$ 65,000.00	550	0.322	0.000	0.264	\$761	\$0	\$624
Middle	30.00	\$ -	450	0.191	0.000	0.150	\$0	\$0	\$0
High	40.00	\$100,000.00	1,600	0.104	0.000	0.068	\$260	\$0	\$170
						<b>TOTAL</b>	<b>\$1,021</b>	<b>\$0</b>	<b>\$794</b>
<b>School Construction Cost:</b>									
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)									
	%Perm/Total Sq.Ft.	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR (1)	Student Factor MFR (2+)	Cost/SFR	Cost/MFR (1)	Cost/MFR (2+)
Elementary	92.85%	\$18,000,000	550	0.322	0.000	0.264	\$9,785	\$0	\$8,022
Middle	92.85%	\$ 5,511,214	200	0.191	0.000	0.150	\$4,887	\$0	\$3,838
High	92.83%	\$91,859,499	2,100	0.104	0.000	0.068	\$4,224	\$0	\$2,762
						<b>TOTAL</b>	<b>\$18,896</b>	<b>\$0</b>	<b>\$14,622</b>
<b>Temporary Facility Cost:</b>									
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)									
	%Temp/Total Sq.Ft.	Facility Cost	Facility Size	Student Factor SFR	Student Factor MFR (1)	Student Factor MFR (2+)	Cost/SFR	Cost/MFR (1)	Cost/MFR (2+)
Elementary	7.15%	\$ -	24	0.322	0.000	0.264	\$0	\$0	\$0
Middle	7.15%	\$ -	26	0.191	0.000	0.150	\$0	\$0	\$0
High	7.15%	\$ -	26	0.104	0.000	0.068	\$0	\$0	\$0
						<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>State Matching Credit:</b>									
Boeckh Index X SPI Square Footage X District Match % X Student Factor									
	Boeckh Index	SPI Footage	District Match %	Student Factor SFR	Student Factor MFR (1)	Student Factor MFR (2+)	Cost/SFR	Cost/MFR (1)	Cost/MFR (2+)
Elementary	\$ 154.22	90	62.82%	0.322	0.000	0.264	\$2,808	\$0	\$2,302
Junior	\$ 154.22	117	62.82%	0.191	0.000	0.150	\$2,165	\$0	\$1,700
Sr. High	\$ 154.22	130	62.82%	0.104	0.000	0.068	\$1,310	\$0	\$856
						<b>TOTAL</b>	<b>\$6,282</b>	<b>\$0</b>	<b>\$4,859</b>
<b>Tax Payment Credit:</b>									
							SFR	MFR (1)	MFR (2+)
Average Assessed Value							\$196,699	\$77,591	\$114,024
Capital Bond Interest Rate							4.57%	4.57%	4.57%
Net Present Value of Average Dwelling							\$1,551,081	\$611,848	\$899,143
Years Amortized							10	10	10
Property Tax Levy Rate							\$1.54	\$1.54	\$1.54
Present Value of Revenue Stream							\$2,389	\$942	\$1,385
<b>Fee Summary:</b>									
				Single Family	Multi-Family (1)	Multi-Family (2+)			
				\$1,021	\$0	\$794			
				\$18,896	\$0	\$14,622			
				\$0	\$0	\$0			
				(\$6,282)	\$0	(\$4,859)			
				(\$2,389)	(\$942)	(\$1,385)			
				\$11,246	\$0	\$9,173			
				\$5,623	\$0	\$4,586			
				\$8,434.15		\$6,879.50			

**APPENDIX C**

***STUDENT GENERATION RATES (SGR)***



**LARRY  
BROWNING, M.A.**

**STUDENT GENERATION RATE CALCULATIONS FOR SCHOOL DISTRICTS**

**April 25, 2006**

**Student Generation Rate – Marysville School District**

This document describes the methodology used by Larry Browning, M.A. to calculate student generation rates for the Marysville School District, and provides results of the calculations.

Using data files from the Metroscan database, Snohomish County Planning and Development Services staff provided addresses and land use codes of all new construction between the years 1998 to 2004 within the Marysville school district. This data was “cleaned up” by eliminating any records that did not contain sufficient information (such as a missing site address) to generate a match from the student record data.

Using data files from the Marysville student records database, District staff provided student addresses and grade levels of K-12 students attending the District as of April 2006. The student addresses were cleaned up and reformatted to be consistent with the Metroscan method of storing addresses.

Data from the two sources was electronically matched to obtain the following student generation rates:

**Single Family Rates:** The records of 3,552 single family units were compared with 11,543 registered students in the District, and the following count of matches and calculated rates were found (calculated rates for individual grades may not equal overall totals due to rounding):

GRADE(S)	COUNT OF MATCHES	CALCULATED RATE
<b>K</b>	190	0.053
<b>1</b>	211	0.059
<b>2</b>	195	0.055
<b>3</b>	174	0.049
<b>4</b>	188	0.053
<b>5</b>	186	0.052
<b>6</b>	168	0.047
<b>7</b>	188	0.053
<b>8</b>	161	0.045
<b>9</b>	163	0.046
<b>10</b>	137	0.039
<b>11</b>	143	0.040
<b>12</b>	89	0.025
<b>K-5</b>	1144	0.322
<b>6-9</b>	680	0.191
<b>10-12</b>	369	0.104
<b>K-12</b>	2193	0.617

**Multifamily Rates (0-1 Bedrooms):** The Metroscan database contained twelve 0-1 bedroom multifamily construction records for the study time period, and no student matches were found.

**Multifamily Rates (2-plus Bedrooms):** The records of 614 2-plus bedroom units were compared with 11,543 registered students in the District, and the following count of matches and calculated rates were found (calculated rates for individual grades may not equal overall totals due to rounding):

GRADES	COUNT OF MATCHES	CALCULATED RATE
<b>K</b>	28	0.046
<b>1</b>	25	0.041
<b>2</b>	31	0.050
<b>3</b>	27	0.044
<b>4</b>	29	0.047
<b>5</b>	22	0.036
<b>6</b>	22	0.036
<b>7</b>	19	0.031
<b>8</b>	22	0.036
<b>9</b>	29	0.047
<b>10</b>	17	0.028
<b>11</b>	17	0.028
<b>12</b>	8	0.013
<b>K-5</b>	162	0.264
<b>6-9</b>	92	0.150
<b>10-12</b>	42	0.068
<b>K-12</b>	296	0.482

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**LAKEWOOD SCHOOL DISTRICT NO. 306**  
**CAPITAL FACILITIES PLAN**  
**2006-2011**

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**APPROVED: JULY 19, 2006**

**LAKEWOOD SCHOOL DISTRICT NO. 306**  
**CAPITAL FACILITIES PLAN**  
**2006-2011**

**BOARD OF DIRECTORS**

**KEN CHRISTIANSEN**

**OSCAR ESCALANTE**

**GREGORY JENSEN**

**JILL LEONARD**

**ELLEN PHILLIPS**

**SUPERINTENDENT**

**LARRY FRANCOIS**

For information regarding the Lakewood School District Capital Facilities Plan, contact Fred Owyen, Director of Operations, at 17110 16<sup>th</sup> Drive NE, P.O. Box 220, North Lakewood, WA 98259-0220. Tel: (360) 654-2136 or Fax: (360) 652-4528; or the Office of the Superintendent, Lakewood School District, 17110 16<sup>th</sup> Drive NE, P.O. Box 220, North Lakewood, WA 98259-0220. Tel: (360) 652-4500 or Fax: (360) 652-4502.

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## INTRODUCTION

### *A. Purpose of the Capital Facilities Plan*

The Washington State Growth Management Act (the "GMA") includes schools in the category of public facilities and services. School districts have adopted capital facilities plans to satisfy the requirements of the GMA and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in their districts.

The Lakewood School District (the "District") has prepared this Capital Facilities Plan (the "CFP") to provide Snohomish County (the "County") and the cities of Arlington and Marysville with a description of facilities needed to accommodate projected student enrollment and a schedule and financing program for capital improvements over the next six years (2006-2011).

In accordance with the Growth Management Act, adopted County Policy, the Snohomish County Ordinance Nos. 97-095 and 99-107, the City of Arlington Ordinance No. 1263, and the City of Marysville Ordinance Nos. 2306 and 2213, this CFP contains the following required elements:

- Future enrollment forecasts for each grade span (elementary, middle, and high school).
- An inventory of existing capital facilities owned by the District, showing the locations and capacities of the facilities.
- A forecast of the future needs for capital facilities and school sites.
- The proposed capacities of expanded or new capital facilities.
- A six-year plan for financing capital facilities within projected funding capacities, which clearly identifies sources of public money for such purposes. The financing plan separates projects and portions of projects which add capacity from those which do not, since the latter are generally not appropriate for impact fee funding.
- A calculation of impact fees to be assessed and supporting data substantiating said fees.

In developing this CFP, the District followed the following guidelines set forth in the Snohomish County General Policy Plan:

- Districts should use information from recognized sources, such as the U.S. Census or the Puget Sound Regional Council. School districts may generate their own data if it is derived through statistically reliable methodologies. Information must not be inconsistent with Office of Financial Management ("OFM") population forecasts. Student generation rates must be independently calculated by each school district.
- The CFP must comply with the GMA.

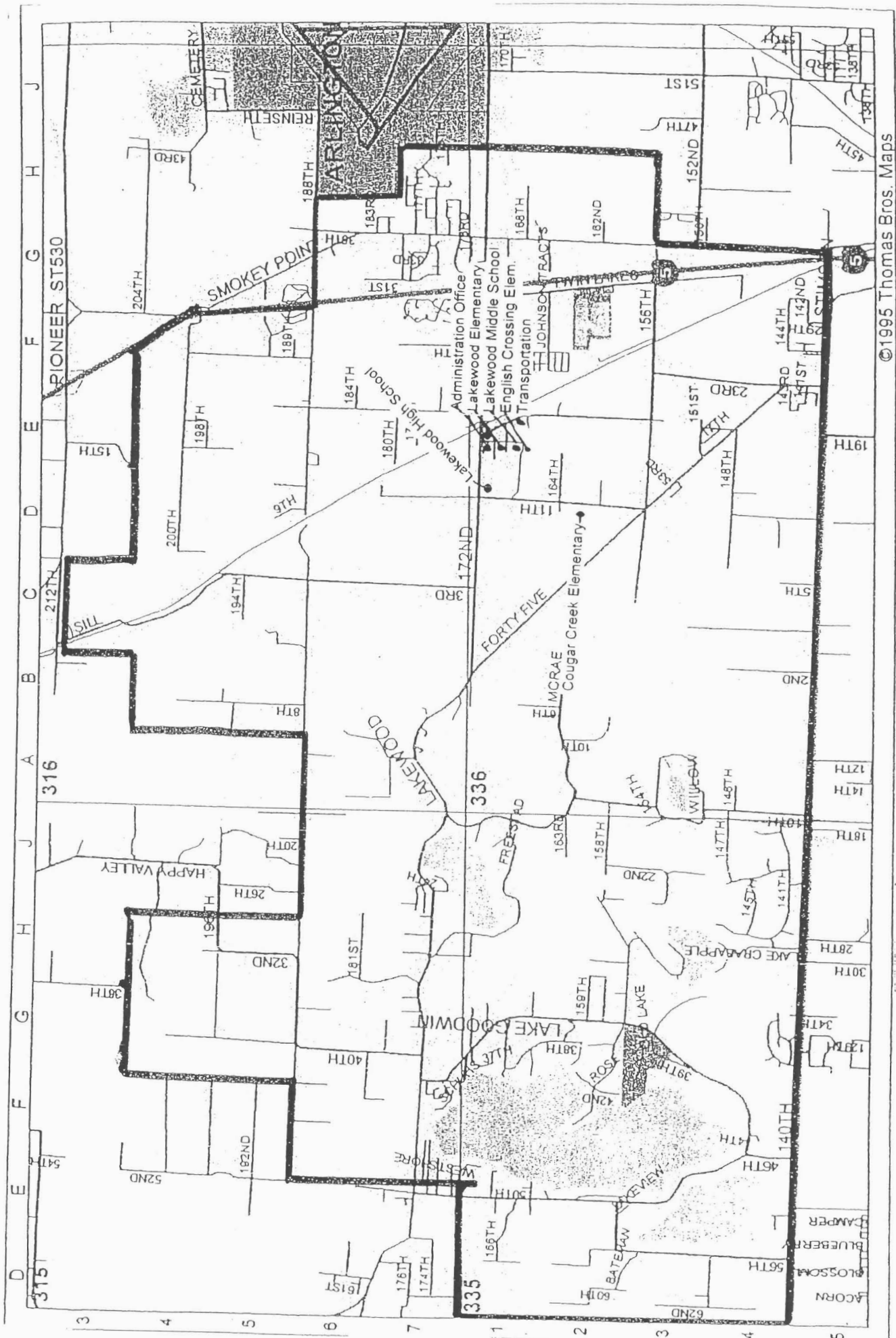


- The methodology used to calculate impact fees must comply with the GMA. The CFP must identify alternative funding sources in the event that impact fees are not available due to action by the state, county or cities within the District.
- The methodology used to calculate impact fees also complies with the criteria and the formulas established by the County.

***B. Overview of the Lakewood School District***

The Lakewood School District is located along Interstate 5, north of Marysville, Washington, primarily serving unincorporated Snohomish County and a part of the City of Arlington and the City of Marysville. The District is bordered on the south by the Marysville School District, on the west and north by the Stanwood School District, and on the east by the Arlington School District.

The District serves a student population of 2,358 (October 1, 2005 FTE Enrollment) with three elementary schools, one middle school, and one high school.



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## SECTION 2 DISTRICT EDUCATIONAL PROGRAM STANDARDS

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards which typically drive facility space needs include grade configuration, optimum facility size, class size, educational program offerings, classroom utilization and scheduling requirements, and use of relocatable classroom facilities (portables), as well as specific and unique physical structure needs required to meet the full access needs of students with special needs.

In addition to factors which affect the amount of space required, government mandates and community expectations may affect how classroom space is used. Traditional educational programs offered by school districts are often supplemented by nontraditional, or special programs such as special education, expanded bilingual education, remediation, migrant education, alcohol and drug education, AIDS education, preschool and daycare programs, computer labs, music programs, and others. These special or nontraditional educational programs can have a significant impact on the available student capacity of school facilities, and upon planning for future needs.

Special programs offered by the District at specific school sites include, but are not limited to:

### ***Lakewood Elementary School (Preschool through 2nd Grade)***

- Bilingual Education Program
- Chapter I Remedial Services Program
- P – 2<sup>nd</sup> Grade Counseling Services
- Speech and Language Disorder Therapy Program
- Early Childhood Education and Assistance Program (ECEAP)
- Developmentally Delayed Preschool Program - Ages 3 to 5
- K-2nd Grade Special Education Resource Room Program
- Learning Assistance Program - -Remedial Services (Learning Lab)
- Occupational Therapy Program
- K-2nd Grade Autism Program
- Kindergarten Boost Program

### ***English Crossing Elementary School (3rd through 5th Grades)***

- 3rd through 5th Grade Special Education Resource Room Program
- After School Tutoring Program
- Bilingual Education Program
- 3rd – 5th Grade Counseling Services

- Speech and Language Disorder Therapy Program
- Title I/Learning Assistance Program - Tutorial Services
- Occupational Therapy Program

***Cougar Creek Elementary School (Kindergarten through 5th Grades)***

- Bilingual Education Program
- Chapter I Remedial Services Program
- Speech and Language Disorder Therapy Program
- Learning Assistance Program – Remedial Services (Learning Lab)
- Occupational Therapy Program
- After School Tutoring Program
- K – 5<sup>th</sup> Grade Special Education Resource Room Program
- K – 5<sup>th</sup> Grade Special Education Life Skills Program
- K – 5<sup>th</sup> Grade Special Education SBD Program
- K – 5<sup>th</sup> Grade Counseling Services

***Lakewood Middle School (6th through 8th Grades)***

- Speech and Language Disorder Therapy Program
- 6th-8th Grade Special Education Resource and Inclusion Program
- After School Tutoring Program
- Bilingual Education Program
- Title I/Learning Assistance Program - Tutorial Services
- Occupational Therapy Program
- 6<sup>th</sup> – 8<sup>th</sup> Grade Counseling Services

***Lakewood High School***

- 9th-12th Grade Special Education Resource Room and Transition Program
- 6th-12th Grade Special Education Life Skills Program
- Bilingual Education Program
- Occupational Therapy Program
- Speech and Language Disorder Program
- 9<sup>th</sup> – 12<sup>th</sup> Grade Counseling Program

Variations in student capacity between schools may result from the special or nontraditional programs offered at specific schools. Some students, for example, leave their regular classroom for a short period of time to receive instruction in these special programs. Schools recently added to the District's inventory have been designed to accommodate many of these programs. However, existing schools often require space modifications to accommodate special programs, and in some circumstances, these modifications may affect the overall classroom capacities of the buildings.

District educational program standards may change in the future as a result of changes in the program year, special programs, class sizes, grade span configurations, use of new technology, and other physical aspects of the school facilities. The school capacity inventory will be reviewed periodically and adjusted for any changes to the educational program standards. These changes will also be reflected in future updates of this Capital Facilities Plan.

The District educational program standards which directly affect school capacity are outlined below for the elementary, middle, and high school grade levels.

#### ***Educational Program Standards For Elementary Schools***

- Class size for grades K – 4th will not exceed 26 students.
- Class size for grades 5th – 8th will not exceed 28 students.
- All students will be provided library/media services in a school library.
- Special Education for students may be provided in self-contained or specialized classrooms.
- All students will be provided music instruction in a separate classroom.
- All students will have scheduled time in a computer lab, or time in which a mobile lab will be assigned to each classroom, for those buildings that have mobile computer labs. Each classroom will have access to computers and related educational technology.
- Optimum design capacity for new elementary schools is 475 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- All students will be provided physical education instruction in a gym or in a multipurpose room.

#### ***Educational Program Standards For Middle and High Schools***

- Class size for middle school grades will not exceed 28 students.
- Class size for high school grades will not exceed 30 students.
- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during planning periods, it is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity should be adjusted using a utilization

factor of 86% to reflect the use of one-period per day for teacher planning. Special Education for students will be provided in self-contained or specialized classrooms.

- All students will have scheduled time in a computer lab, or time in which a mobile lab will be assigned to each classroom, for those buildings that have mobile computer labs. Each classroom with access to computers and related educational-technology.
- Identified students will also be provided other nontraditional educational opportunities in classrooms designated as follows:
  - Counseling Offices
  - Resource Rooms (i.e. computer labs, study rooms)
  - Special Education Classrooms
  - Program Specific Classrooms (i.e. music, drama, art, home-economics, physical education, Industrial Arts and Agricultural Sciences).
- Optimum design capacity for new middle schools is 600 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- Optimum design capacity for new high schools is 800 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

### ***Minimum Educational Service Standards***

The District will evaluate student housing levels based on the District as a whole system and not on a school by school or site by site basis. This may result in portable classrooms being used as interim housing, attendance boundary changes or other program changes to balance student housing across the system as a whole, while meeting the District's paramount duties under the State Constitution. A boundary change or a significant programmatic change would be made by the District's Board of Directors following appropriate public review and comment.

The District has set minimum educational service standards based on several criteria. Exceeding these minimum standards will trigger significant changes in program delivery. If there are 26 or more students per classroom in a majority of K-4 classrooms, 28 or more students in a majority of 5-8 classrooms, or 30 or more students in a majority of 9-12 classrooms, the minimum standards have not been met. For purposes of this determination, the term "classroom" does not include special education classrooms or special program classrooms (i.e. computer labs, art rooms, chorus and band rooms, spaces used for physical education, and other special program areas). Furthermore, the term "classroom" does not apply to special programs or activities that may occur in a regular classroom.

The minimum educational service standards are not District's desired or accepted operating standard.

### SECTION 3 CAPITAL FACILITIES INVENTORY

The facilities inventory serves to establish a baseline for determining the facilities necessary to accommodate future demand (student enrollment) at acceptable levels of service. This section provides an inventory of capital facilities owned and operated by the District including schools, relocatable classrooms, undeveloped land, and support facilities. Facility capacity is based on the space required to accommodate the District's adopted educational program standards. See Section 2. Attached as Figure 1 is a map showing locations of District facilities.

#### A. Schools

The District maintains three elementary schools, one middle school, and one high school. Lakewood Elementary School accommodates grades K-2, Cougar Creek Elementary School accommodates grades K-5, and English Crossing Elementary School accommodates grades 3-5. Lakewood Middle School serves grades 6-8, and Lakewood High School serves grades 9-12.

School capacity was determined based on the number of teaching stations within each building and the space requirements of the District's adopted educational program. It is this capacity calculation that is used to establish the District's baseline capacity, and to determine future capacity needs based on projected student enrollment. The school capacity inventory is summarized in Table 1.

Relocatable classrooms are not viewed by the District as a solution for housing students on a permanent basis. Therefore, these facilities were not included in the school capacity calculations provided in Table 1.

**Table 1  
School Capacity Inventory**

Elementary School	Site Size (Acres)	Building Area (Square Feet)	Teaching Stations	Permanent Capacity	Year Built or Remodeled
English Crossing	*	41,954	18	479	1994
Cougar Creek	10**	33,217	19	500	2003
Lakewood	*	38,301	16	416	1998/1997
<b>TOTAL</b>	*	<b>113,472</b>	<b>53</b>	<b>1,395</b>	

Middle School	Site Size (Acres)	Building Area (Square Feet)	Teaching Stations	Permanent Capacity	Year Built or Remodeled
Lakewood Middle	*	62,835	25	602	1971, 1994, and 2002

High School	Site Size (Acres)	Building Area (Square Feet)	Teaching Stations	Permanent Capacity	Year Built or Remodeled
Lakewood High	*	79,422	24	619	1982

\*Note: All facilities are located on one 89-acre campus

\*\*The Cougar Creek site is approximately 22 acres; however, the presence of critical areas on the site does not allow full utilization.

**B. Relocatable Classrooms**

Relocatable classrooms are used on an interim basis to house students until funding can be secured to construct permanent classrooms. The District currently uses 29 relocatable classrooms at various school sites throughout the District to provide additional interim capacity. A typical relocatable classroom can provide capacity for a full-size class of students. Current use of relocatable classrooms throughout the District is summarized in Table 2. Table 2 includes only those relocatable classrooms used for regular capacity purposes.

**Table 2  
Relocatable Classroom (Portable) Inventory**

<b>Elementary School</b>	<b>Relocatables</b>	<b>Interim Capacity</b>
English Crossing	5	135
Cougar Creek	0	0
Lakewood	7	182
<b>SUBTOTAL</b>	<b>12</b>	<b>317</b>

<b>Middle School</b>	<b>Relocatables</b>	<b>Interim Capacity</b>
Lakewood Middle	10	250
<b>SUBTOTAL</b>	<b>10</b>	<b>250</b>

<b>High School</b>	<b>Relocatables</b>	<b>Interim Capacity</b>
Lakewood High	7	175
<b>SUBTOTAL</b>	<b>7</b>	<b>175</b>

<b>TOTAL</b>	<b>29</b>	<b>742</b>
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**C. Support Facilities**

In addition to schools, the District owns and operates additional facilities which provide operational support functions to the schools. An inventory of these facilities is provided in Table 3.

**Table 3  
Support Facility Inventory**

<b>Facility</b>	<b>Building Area (Square Feet)</b>
Administration	1,384
Business and Operations	1,152
Storage	2,456
Bus Garage	5,216
Maintenance Shop	4,096
Stadium	14,500

**D. Land Inventory**

The District does not own any sites which are developed for uses other than schools and/or which are leased to other parties.

## SECTION 4 STUDENT ENROLLMENT PROJECTIONS

The District's October 1, 2005 FTE enrollment was 2,358. Enrollment projections are most accurate for the initial years of the forecast period. Moving further into the future, more assumptions about economic conditions and demographic trends in the area affect the projection. Monitoring birth rates in Snohomish County and population growth for the area are essential yearly activities in the ongoing management of the capital facilities plan. In the event that enrollment growth slows, plans for new facilities can be delayed. It is much more difficult, however, to initiate new projects or speed projects up in the event enrollment growth exceeds the projection.

### *A. Six Year Enrollment Projections*

Two enrollment forecasts were conducted for the District: an estimate by OSPI based upon the cohort survival method; and an estimate based upon County population as provided by OFM ("ratio method").

Based on the cohort survival methodology, a total of 2,577 FTE students are expected to be enrolled in the District by 2011, an increase of 219 over October 2005 enrollment levels. Notably, the cohort survival method does not anticipate new students from new development.

OFM population-based enrollment projections were estimated for the District using OFM population forecasts for the County. The County provided the District with the estimated total population in the District by year. Between 1999 and 2001, the District's student enrollment constituted approximately 19.6% of the total population in the District. Assuming that between 2004 and 2009, the District's enrollment will constitute 19.6% of the District's total population and using OFM/County data, OFM/County methodology projects a total enrollment of 2,957 FTEs in 2011.

**Table 4  
Projected Student Enrollment  
2006-2011**

Projection	Oct. 2005*	Fall 2006	2007	2008	2009	2010	2011	Change 2006-11	Percent Change 2006-11
OFM/County	2,358	2,458	2,558	2,658	2,758	2,858	2,957	599	25.4%
District**	2,358	2,401	2,424	2,477	2,514	2,544	2,577	219	9.3%

\* Actual FTE, October 2005

\*\*Based upon the cohort survival methodology; complete projections located at Appendix A.

In addition to the OFM population-based enrollment projections, the City of Marysville indicates that there currently are 1,487 pending lots located within the District's portion of the City. This estimate is based on development applications filed with the City and does not consider additional projects that may be submitted to the City within the six years of this plan period. Given the relative uncertainty of these pending developments, the District has chosen to rely on the OFM population-based enrollment projections for purposes of planning for the District's needs during the six years of this plan period. Future updates to the Plan may revisit this issue.

### **B. 2025 Enrollment Projections**

Student enrollment projections beyond 2011 are highly speculative. Using OFM/County data as a base, the District projects a 2025 student FTE population of 3,860. This is based on the OFM/County data for the years 1999 through 2001 and the District's actual fulltime equivalent enrollment for the corresponding years (for the years 1999 to 2001, the District's actual enrollment averaged 19.6% of the OFM/County population estimates). The total enrollment estimate was broken down by grade span to evaluate long-term needs for capital facilities.

Projected enrollment by grade span for the year 2025 is provided in Table 5. Again, these estimates are highly speculative and are used only for general planning purposes.

**Table 5  
Projected Student Enrollment  
2025**

Grade Span	FTE Enrollment – October 2005	Projected Enrollment 2025*
Elementary (K-5)	1,060	1,787
Middle School (6-8)	630	969
High School (9-12)	668	1,104
<b>TOTAL (K-12)</b>	<b>2,358</b>	<b>3,860</b>

\*Assumes that percentage per grade span will remain constant through 2025.

Note: Snohomish County Planning and Development Service provided the underlying data for the 2025 projections.

## SECTION 5 CAPITAL FACILITIES NEEDS

The projected available student capacity was determined by subtracting projected FTE student enrollment from permanent school capacity (i.e. excluding portables) for each of the six years in the forecast period (2006-2011).

Capacity needs are expressed in terms of “unhoused students.”

Projected future capacity needs are depicted on Table 6-A and are derived by applying the projected enrollment to the capacity existing in 2006. The method used to define future capacity needs assumes no new construction. For this reason, planned construction projects are not included at this point. This factor is added later (see Table 7).

This table shows actual space needs and the portion of those needs that are “growth related” for the years 2006-2011.

**Table 6-A  
Additional Capacity Needs  
2004-2009**

Grade Span	2005*	2005-06	2006-07	2007-08	2008-09	2010-11	2011-12	Pct. Growth Related
<b>Elementary (K-5)</b>								
Total	0	0	0	0	0	0	0	
Growth Related	--	--	--	--	--	--	--	0%
<b>Middle School (6-8)</b>								
Total	27	15	40	65	90	115	140	
Growth Related	--	--	13	38	63	88	113	80.7%
<b>High School</b>								
Total	49	84	113	141	170	198	227	
Growth Related	--	35	64	92	121	149	178	78.4%
<b>Total</b>	<b>76</b>	<b>99</b>	<b>153</b>	<b>206</b>	<b>260</b>	<b>313</b>	<b>367</b>	
<b>Total Growth Related</b>	<b>--</b>	<b>35</b>	<b>77</b>	<b>130</b>	<b>184</b>	<b>237</b>	<b>291</b>	<b>79.3%</b>

\*Actual October 2005 FTE Enrollment

By the end of the six-year forecast period (2011), additional permanent classroom capacity will be needed as follows:

**Table 6-A  
Unhoused Students**

Grade Span	Unhoused Students
Elementary (K-5)	0
Middle School (6-8)	140
High School (9-12)	227
<b>TOTAL UNHOUSED (K-12)</b>	<b>367</b>

It is not the District's policy to include relocatable classrooms when determining future capital facility needs; therefore interim capacity provided by relocatable classrooms is not included in Table 6-A. However, Table 6-B incorporates the District's current relocatable capacity (see Table 2) for purposes of identifying available capacity.

**Table 6-B  
Unhoused Students – Mitigated with Relocatables**

Grade Span	2011 Unhoused Students	Relocatable Capacity	Unhoused Students*
Elementary (K-5)	0	182	-----
Middle School (6-8)	140	250	-----
High School (9-12)	227	175	52

\*Parentheses denote available capacity in relocatable classrooms.

Importantly, Table 6-B does not include relocatable adjustment that may be made to meet capacity needs. For example, the relocatable classrooms currently designated to serve elementary school needs could be used to serve high school capacity needs. Therefore, assuming no permanent capacity improvements are made, Table 6-B indicates that the District will have adequate interim capacity with the use of relocatable classrooms to house students during this planning period.

Projected permanent capacity needs are depicted in Table 7. They are derived by applying the District's projected number of students to the projected capacity. Planned improvements by the District through 2011 are included in Table 7 and more fully described in Table 8.

**Table 7  
Projected Student Capacity  
2006-2011**

**Elementary School Surplus/Deficiency**

	<b>Actual October 2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Existing Capacity*	1,395	1,395	1,395	1,395	1,395	1,395	1,395
Added Capacity							
Total Capacity	1,395	1,395	1,395	1,395	1,395	1,395	1,395
Enrollment*	1,060	1,138	1,184	1,231	1,277	1,324	1,369
Surplus (Deficiency)	335	257	211	164	118	71	26

**Middle School Surplus/Deficiency**

	<b>Actual October 2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Existing Capacity*	602	602	602	602	602	602	602
Added Capacity							85
Total Capacity	602	602	602	602	602	602	687
Enrollment	629	617	642	667	692	717	742
Surplus (Deficiency)	(27)	(15)	(40)	(65)	(90)	(115)	(55)

**High School Surplus/Deficiency**

	<b>Actual October 2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Existing Capacity	619	619	619	619	619	619	619
Added Capacity							165
Total Capacity	619	619	619	619	619	619	784
Enrollment	668	703	732	760	789	817	846
Surplus (Deficiency)	(49)	(84)	(113)	(141)	(170)	(198)	(62)

See Appendix A for complete breakdown of enrollment projections.

See Table 6-A for a comparison of additional capacity needs due to growth versus existing deficiencies.

## SECTION 6 CAPITAL FACILITIES FINANCING PLAN

### A. *Planned Improvements*

In March 2000, the voters passed a \$14,258,664 bond issue for school construction and site acquisition. A new elementary school and a middle school addition were funded by that bond measure. These projects are complete. The District is considering a request for voter authorization of a bond issue within the six-years of this Plan to fund the following projects:

#### **Projects Adding Capacity:**

- Acquisition of new 10 to 15 acre Elementary School site, within the District's service boundaries and dependent on growth needs;
- An eighty-five (85) student expansion at the Lakewood Middle School; and
- A one hundred sixty-five (165) student expansion at Lakewood High School.

#### **Non-Capacity Adding Projects:**

- High School modernization and improvements;
- Middle School modernization and improvements;
- Lakewood Elementary School modernization;
- English Crossing Elementary School modernization;
- Bus Garage improvements;
- Replace Administration Building; and
- Replace Business Office Building.

In the event that planned construction projects do not fully address space needs for student growth and a reduction in interim student housing, the Board could consider various courses of action, including, but not limited to:

- alternative scheduling options;
- changes in the instructional model;
- grade configuration changes;
- increased class sizes; or
- modified school calendar.

Funding for planned improvements is typically secured from a number of sources including voter approved bonds, State Match funds, and impact fees. Each of these funding sources is discussed in greater detail below.

## ***B. Financing for Planned Improvements***

### ***1. General Obligation Bonds***

Bonds are typically used to fund construction of new schools and other capital improvement projects. A 60% voter approval is required to approve the issuance of bonds. Bonds are then retired through collection of property taxes. In March 2000, District voters approved a \$14,258,664 bond issue for school construction and site acquisition, which included funding of the recently completed elementary school. The District is considering a request for voter authorization of a bond issue within the six-years of this Plan to fund the school construction projects identified in this plan. Additional details regarding the bond issue will be included in future updates.

### ***2. State Match Funds***

State Match funds come from the Common School Construction Fund (the "Fund"). Bonds are sold on behalf of the Fund, and then retired from revenues accruing predominantly from the sale of timber from common school lands. If these sources are insufficient, the Legislature can appropriate funds or the State Board of Education can change the standards. School districts may qualify for State Match funds for specific capital projects based on a prioritization system. The District is eligible for State Match funds for new schools at the 54.17% match level.

### ***3. Impact Fees***

Impact fees are a means of supplementing traditional funding sources for construction of public facilities needed to accommodate new development. School impact fees are generally collected by the permitting agency at the time plats are approved or building permits are issued.

### ***4. Six Year Financing Plan***

The Six-Year Financing Plan shown in Table 8 demonstrates how the District intends to fund new construction and improvements to school facilities for the years 2006-2011. The financing components include a bond issue, impact fees, and State Match funds. Projects and portions of projects which remedy existing deficiencies are not appropriate for impact fee funding. Thus, impact fees will not be used to finance projects or portions of projects which do not add capacity or which remedy existing deficiencies.



**Table 8  
Capital Facilities Plan**

**Improvements Adding Permanent Capacity (Costs in Millions)<sup>1</sup>**

Project	2006	2007	2008	2009	2010	2011	Total Cost	Bonds/Levy	State Match	Impact Fees
<b>Elementary School</b> Site Acquisition			\$1.5000				\$1.5000	X		
<b>Middle School</b>										
Lakewood Middle Addition					\$1.1273	\$1.1373	\$2.2646	X	X	X
<b>High School</b>										
Lakewood High Addition					\$4.2142	\$4.5160	\$8.7302	X	X	X

**Improvements Not Adding Capacity (Costs in Millions)**

Project	2006	2007	2008	2009	2010	2011	Total Cost	Bonds/Levy	State Match	Impact Fees
<b>Elementary</b>										
<b>Middle School</b>										
Lakewood Middle					\$3.8480	\$5.7813	\$9.6293	X	X	
<b>High School</b>										
Lakewood High					\$9.1320	\$8.2015	\$17.3335	X	X	
<b>Bus Garage</b>					\$0.7039	\$0.7322	\$1.4361	X		
<b>Admin Area</b>						\$0.6564	\$0.6564	X		
<b>Business Office</b>						\$0.7612	\$0.7612	X		

**Totals (Costs in Millions)**

	2006	2007	2008	2009	2010	2011	Total Cost	Bonds/Levy	State Match	Impact Fees
<b>TOTAL</b>			\$1.5000		\$19.0254	\$21.7859	\$42.3113	X	X	X

## SECTION 7 SCHOOL IMPACT FEES

The GMA authorizes jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Impact fees cannot be used for the operation, maintenance, repair, alteration, or replacement of existing capital facilities used to meet existing service demands.

### *A. School Impact Fees in Snohomish County*

The Snohomish County General Policy Plan (“GPP”) which implements the GMA sets certain conditions for school districts wishing to assess impact fees:

- The District must provide support data including: an explanation of the calculation methodology, a description of key variables and their computation, and definitions and sources of data for all inputs into the fee calculation.
- Such data must be accurate, reliable and statistically valid.
- Data must accurately reflect projected costs in the Six-Year Financing Plan.
- Data in the proposed impact fee schedule must reflect expected student generation rates from the following residential unit types: single family; multi-family/studio or 1-bedroom; and multi-family/2-bedroom or more.

Snohomish County established a school impact fee program in November 1997, and amended the program in December 1999. This program requires school districts to prepare and adopt Capital Facilities Plans meeting the specifications of the GMA. Impact fees calculated in accordance with the formula, which are based on projected school facility costs necessitated by new growth and are contained in the District’s CFP, become effective following County Council adoption of the District’s CFP.

### *B. Methodology and Variables Used to Calculate School Impact Fees*

Impact fees have been calculated utilizing the formula in the Snohomish County Impact Fee Ordinance. The resulting figures are based on the District’s cost per dwelling unit to purchase land for school sites, make site improvements, construct schools, and purchase/install relocatable facilities that add interim capacity needed to serve new development. As required under the GMA, credits have also been applied in the formula to account for State Match funds to be reimbursed to the District and projected future property taxes to be paid by the dwelling unit. The costs of projects that do not add capacity are not included in the impact fee calculations. Furthermore, because the impact fee formula calculates a “cost per dwelling unit”, an identical fee is generated regardless of whether the total new capacity project costs are used in

the calculation or whether the District only uses the percentage of the total new capacity project costs allocated to the Districts growth-related needs, as demonstrated in Table 6-A. For purposes of this Plan, the District has chosen to use the full project costs in the fee formula. Furthermore, impact fees will not be used to address existing deficiencies. See Table 8 for a complete identification of funding sources.

The following projects are included in the impact fee calculation:

- A capacity addition at Lakewood Middle School; and
- A capacity addition at Lakewood High School.

Please see Table 8 and page 21 for relevant cost data related to each capacity project.

**FACTORS FOR ESTIMATED IMPACT FEE CALCULATIONS**

<b>Student Generation Factors – Single Family</b>	
Elementary	.268
Middle	.165
Senior	.158
<b>Total</b>	<b>.591</b>

**Average Site Cost/Acre**

<b>Student Generation Factors – Multi Family (1 Bdrm)</b>	
Elementary	.000
Middle	.000
Senior	.000
<b>Total</b>	<b>.000</b>

**Temporary Facility Capacity**  
Capacity  
Cost

<b>State Match Credit</b>	
Current State Match Percentage	54.17%

<b>Student Generation Factors – Multi Family (2+ Bdrm)</b>	
Elementary	.418
Middle	.133
Senior	.068
<b>Total</b>	<b>.618</b>

<b>Boeckh Index Factor</b>	
Current Boeckh Index	154.22

<b>District Average Assessed Value</b>	
Single Family Residence	\$222,979

**Projected Student Capacity per Facility**

<b>District Average Assessed Value</b>	
Multi Family (1 Bedroom)	\$77,591
Multi Family (2+ Bedroom)	\$114,024

**Required Site Acreage per Facility**

<b>Facility Construction/Cost Average</b>	
Middle (Addition)	\$2,264,640
High School (Addition)	\$8,730,216

<b>SPI Square Footage per Student</b>	
Elementary	90
Middle	108
High	130

<b>District Debt Service Tax Rate</b>	
Current/\$1,000	\$1.79

<b>Permanent Facility Square Footage</b>	
Elementary	113,472
Middle	62,835
Senior	79,422
<b>Total</b>	<b>255,729</b>
	<b>93.15%</b>

<b>General Obligation Bond Interest Rate</b>	
Current Bond Buyer Index	4.57%

<b>Developer Provided Sites/Facilities</b>	
Value	0
Dwelling Units	0

<b>Temporary Facility Square Footage</b>	
Elementary	8,960
Middle	6,272
Senior	3,584
<b>Total</b>	<b>18,816</b>
	<b>6.85%</b>

<b>Total Facility Square Footage</b>	
Elementary	122,432
Middle	69,107
Senior	86,590
<b>Total</b>	<b>274,545</b>
	<b>100.00%</b>

The total costs of the school construction projects and the total capacities are shown in the fee calculations. However, new development will only be charged for the system improvements needed to serve new growth.

**C. Proposed Lakewood School District Impact Fee Schedule**

Using the variables and formula described in subsection B, impact fees proposed for the District are summarized in Table 9A and 9B. See also Appendix C.

**Table 9A  
School Impact Fees  
Snohomish County and City of Arlington**

<b>Housing Type</b>	<b>Impact Fee Per Dwelling Unit</b>
Single Family	\$2,765
Multi-Family (1 Bedroom)	\$0
Multi-Family (2+ Bedroom)	\$1,552

**Table 9B  
School Impact Fees  
City of Marysville**

<b>Housing Type</b>	<b>Impact Fee Per Dwelling Unit</b>
Single Family	\$4,148
Multi-Family (1 Bedroom)	\$0
Multi-Family (2+ Bedroom)	\$2,328

**APPENDIX A**

**POPULATION AND ENROLLMENT DATA**

**Table A-1**

**HISTORICAL STUDENT ENROLLMENT 1997-2005  
ACTUAL ENROLLMENTS ON OCTOBER 1st\***

GRADES	1997	1998	1999	2000	2001	2002	2003	2004	2005
K	93	100	86	85	96	99	100	102	97
1 <sup>st</sup> Grade	171	208	214	175	159	201	204	193	200
2 <sup>nd</sup> Grade	175	194	205	207	185	174	201	189	194
3 <sup>rd</sup> Grade	180	195	191	215	197	196	174	197	190
4 <sup>th</sup> Grade	180	191	184	180	223	196	204	183	202
5 <sup>th</sup> Grade	196	190	192	192	180	234	214	205	177
6 <sup>th</sup> Grade	167	205	197	203	186	197	242	220	194
7 <sup>th</sup> Grade	173	170	212	196	206	201	204	221	220
8 <sup>th</sup> Grade	186	190	167	208	187	218	189	199	215
9 <sup>th</sup> Grade	192	195	185	187	202	211	214	187	199
10 <sup>th</sup> Grade	163	196	187	176	174	200	190	201	158
11 <sup>th</sup> Grade	127	146	175	176	157	162	178	155	155
12 <sup>th</sup> Grade	89	134	130	152	153	163	163	154	157
<b>Total Enrollment</b>	<b>2,092</b>	<b>2,314</b>	<b>2,325</b>	<b>2,352</b>	<b>2,305</b>	<b>2,452</b>	<b>2,477</b>	<b>2,407</b>	<b>2,358</b>

\* FTE enrollment.

**Table A-2**

**PROJECTED STUDENT ENROLLMENT 2006-2011**  
**Based on OSPI Cohort Survival\***

GRADES	ACTUAL FTE October 2005	ESTIMATE FTE 2006-2007	ESTIMATE FTE 2007-2008	ESTIMATE FTE 2008-2009	ESTIMATE FTE 2009-2010	ESTIMATE FTE 2010-2011	ESTIMATE FTE 2011-2012
K	97	105	108	110	112	115	117
1 <sup>st</sup> Grade	200	194	208	213	217	222	227
2 <sup>nd</sup> Grade	194	203	197	211	217	221	226
<b>K-2 Total</b>	<b>491</b>	<b>502</b>	<b>453</b>	<b>534</b>	<b>546</b>	<b>558</b>	<b>570</b>
3 <sup>rd</sup> Grade	190	194	203	197	211	217	221
4 <sup>th</sup> Grade	202	196	200	209	203	217	224
5 <sup>th</sup> Grade	177	207	200	205	214	208	222
<b>3-5 Total</b>	<b>569</b>	<b>597</b>	<b>603</b>	<b>611</b>	<b>628</b>	<b>642</b>	<b>667</b>
6 <sup>th</sup> Grade	194	179	210	203	208	217	211
7 <sup>th</sup> Grade	220	195	181	212	205	210	219
8 <sup>th</sup> Grade	215	218	191	177	208	201	206
<b>6-8 Total</b>	<b>629</b>	<b>592</b>	<b>582</b>	<b>592</b>	<b>621</b>	<b>628</b>	<b>636</b>
9 <sup>th</sup> Grade	199	219	221	194	179	211	204
10 <sup>th</sup> Grade	158	183	202	204	179	165	195
11 <sup>th</sup> Grade	155	142	165	182	184	161	149
12 <sup>th</sup> Grade	157	166	138	160	177	179	156
<b>9-12 Total</b>	<b>669</b>	<b>710</b>	<b>726</b>	<b>740</b>	<b>719</b>	<b>716</b>	<b>704</b>
<b>Total Enrollment</b>	<b>2,358</b>	<b>2,401</b>	<b>2,364</b>	<b>2,477</b>	<b>2,514</b>	<b>2,544</b>	<b>2,577</b>

\* The cohort survival method of predicting future enrollment does not consider enrollment attributable to new development in the District. Enrollment projections are most accurate for the initial years of the forecast period.



**Table A-3**

**AVERAGE PERCENTAGE ENROLLMENT BY GRADE SPAN**  
(OSPI Enrollment Projections)

<b>Enrollment by Grade Span</b>	<b>Oct. 2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Elementary (K-5)	1,060	1,099	1,056	1,145	1,174	1,200	1,237
Middle School (6-8)	629	592	582	592	621	628	636
High School (9-12)	669	710	726	740	719	716	704
<b>TOTAL</b>	<b>2,358</b>	<b>2,401</b>	<b>2,364</b>	<b>2,477</b>	<b>2,514</b>	<b>2,544</b>	<b>2,577</b>

<b>Percentage by Grade Span</b>	<b>Oct. 2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Elementary (K-5)	45%	46%	45%	46%	47%	47%	48%
Middle School (6-8)	27%	25%	25%	24%	25%	25%	25%
High School (9-12)	28%	29%	30%	30%	28%	28%	27%
<b>TOTAL**</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

<b>Average Percentage by Grade Span</b>	
Elementary (K-5)	46.3%
Middle School (6-8)	25.1%
High School (9-12)	28.6%
<b>TOTAL</b>	<b>100%</b>

**Table A-4**

**AVERAGE PERCENTAGE ENROLLMENT BY GRADE SPAN**  
 (COUNTY/OFM Enrollment Projections)\*\*\*

<b>Enrollment by Grade Span</b>	<b>Oct. 2005</b>	<b>Avg. %age</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Elementary (K-5)	1,060	46.3%	1,138	1,184	1,231	1,277	1,324	1,369
Middle School (6-8)	629	25.1%	617	642	667	692	717	742
High School (9-12)	669	28.6%	703	732	760	789	817	846
<b>TOTAL**</b>	<b>2,358</b>	<b>100%</b>	<b>2,458</b>	<b>2,558</b>	<b>2,658</b>	<b>2,758</b>	<b>2,858</b>	<b>2,957</b>

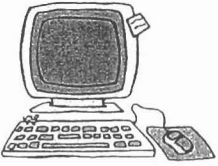
\*Actual October 2005 Enrollment.

\*\* Totals may vary due to rounding.

\*\*\*Using average percentage by grade span.

**APPENDIX B**

**STUDENT GENERATION FACTOR REVIEW**



## LARRY BROWNING, M.A.

### STUDENT GENERATION RATE CALCULATIONS FOR SCHOOL DISTRICTS

March 17, 2006

#### Student Generation Rate Study – Lakewood School District

This document describes the methodology used by Larry Browning, M.A. to calculate student generation rates for the Lakewood School District, and provides results of the calculations.

Using data files from the Metroscan database, Snohomish County Planning and Development Services staff provided addresses and land use codes of all new construction between the years 1998 to 2004 within the Lakewood School District boundaries. This data was “cleaned up” by eliminating any records that did not contain sufficient information (such as a missing site address) to generate a match from the student record data.

Using data files from the Lakewood student records database, District staff provided student addresses and grade levels of K-12 students attending the District as of February 2006. The student addresses were cleaned up and reformatted to be consistent with the Metroscan method of storing addresses.

Data from the two sources was electronically matched to obtain the following student generation rates:

**Single Family Rates:** The records of 631 single family detached units were compared with 2,488 registered students in the District, and the following count of matches and calculated rates were found\*:

GRADE(S)	COUNT OF MATCHES	CALCULATED RATE
K	25	0.040
1	28	0.044
2	32	0.051
3	33	0.052
4	31	0.049
5	20	0.032
6	32	0.051
7	40	0.063
8	32	0.051
9	31	0.049
10	15	0.024
11	36	0.057
12	18	0.029
K-5	169	0.268
6-8	104	0.165
9-12	100	0.158
K-12	373	0.591

\*Calculated rates for individual grades may not equal overall totals due to rounding.

**Multifamily Rates (0-1 Bedrooms):** No 0-1 bedroom multifamily units were found to be constructed within the Lakewood School District boundaries during the study data period.

**Multifamily Rates (2-plus Bedrooms):** The records of 474 2-plus bedroom units were compared with 2,488 registered students in the District, and the following count of matches and calculated rates were found\*:

GRADE(S)	COUNT OF MATCHES	CALCULATED RATE
K	39	0.082
1	43	0.091
2	33	0.070
3	29	0.061
4	29	0.061
5	25	0.053
6	20	0.042
7	21	0.044
8	22	0.046
9	12	0.025
10	10	0.021
11	1	0.002
12	9	0.019
K-5	198	0.418
6-8	63	0.133
9-12	32	0.068
K-12	293	0.618

\*Calculated rates for individual grades may not equal overall totals due to rounding.

APPENDIX C

**SCHOOL IMPACT FEE CALCULATIONS**

SCHOOL IMPACT FEE CALCULATIONS									
Snohomish County/City of Arlington									
DISTRICT	Lakewood School District								
YEAR	2006								
<b>School Site Acquisition Cost:</b>									
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor									
	Facility	Cost/	Facility	Student	Student	Student	Cost/	Cost/	Cost/
	Acreage	Acre	Capacity	SFR	MFR (1)	MFR (2+)	SFR	MFR (1)	MFR (2+)
Elementary	0.00	\$	500	0.268	0.000	0.418	\$0	\$0	\$0
Middle			85	0.165	0.000	0.133	\$0	\$0	\$0
High			165	0.158	0.000	0.068	\$0	\$0	\$0
							\$0	\$0	\$0
<b>School Construction Cost:</b>									
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)									
	%Perm/	Facility	Facility	Student	Student	Student	Cost/	Cost/	Cost/
	Total Sq.Ft.	Cost	Capacity	SFR	MFR (1)	MFR (2+)	SFR	MFR (1)	MFR (2+)
Elementary	93.15%	\$	500	0.268	0.000	0.418	\$0	\$0	\$0
Middle	93.15%	\$ 2,264,640	85	0.165	0.000	0.133	\$4,095	\$0	\$3,301
High	93.15%	\$ 8,730,216	165	0.158	0.000	0.068	\$7,787	\$0	\$3,351
						<b>TOTAL</b>	<b>\$11,882</b>	<b>\$0</b>	<b>\$6,652</b>
<b>Temporary Facility Cost:</b>									
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)									
	%Temp/	Facility	Facility	Student	Student	Student	Cost/	Cost/	Cost/
	Total Sq.Ft.	Cost	Size	SFR	MFR (1)	MFR (2+)	SFR	MFR (1)	MFR (2+)
Elementary	6.85%	\$	26	0.268	0.000	0.418	\$0	\$0	\$0
Middle	6.85%	\$	29	0.165	0.000	0.133	\$0	\$0	\$0
High	6.85%	\$	30	0.158	0.000	0.068	\$0	\$0	\$0
						<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>State Matching Credit:</b>									
Boeckh Index X SPI Square Footage X District Match % X Student Factor									
	Boeckh	SPI	District	Student	Student	Student	Cost/	Cost/	Cost/
	Index	Footage	Match %	SFR	MFR (1)	MFR (2+)	SFR	MFR (1)	MFR (2+)
Elementary	\$ 154.22	90	0.00%	0.268	0.000	0.418	\$0	\$0	\$0
Middle	\$ 154.22	108	54.17%	0.165	0.000	0.133	\$1,489	\$0	\$1,200
Sr. High	\$ 154.22	130	54.17%	0.158	0.000	0.068	\$1,716	\$0	\$739
						<b>TOTAL</b>	<b>\$3,205</b>	<b>\$0</b>	<b>\$1,938</b>
<b>Tax Payment Credit:</b>									
Average Assessed Value						SFR	MFR (1)	MFR (2+)	
Capital Bond Interest Rate						\$222,979	\$77,591	\$114,024	
Net Present Value of Average Dwelling						4.57%	4.57%	4.57%	
Years Amortized						\$1,758,313	\$611,848	\$899,143	
Property Tax Levy Rate						10	10	10	
Present Value of Revenue Stream						\$1.79	\$1.79	\$1.79	
						<b>\$3,147</b>	<b>\$1,095</b>	<b>\$1,609</b>	
<b>Fee Summary:</b>				Single	Multi-	Multi-			
				Family	Family (1)	Family (2+)			
Site Acquisition Costs				\$0	\$0	\$0			
Permanent Facility Cost				\$11,882	\$0	\$6,652			
Temporary Facility Cost				\$0	\$0	\$0			
State Match Credit				(\$3,205)	\$0	(\$1,938)			
Tax Payment Credit				(\$3,147)	(\$1,095)	(\$1,609)			
FEE (AS CALCULATED)				\$5,530	\$0	\$3,104			
FEE (AS DISCOUNTED)				\$2,765	\$0	\$1,552			
FEE (CITY OF MARYSVILLE)				\$4,148		\$2,328			





**LAKE STEVENS  
SCHOOL DISTRICT NO. 4  
CAPITAL FACILITIES PLAN  
2006-2011**

**Adopted by the Board of Directors  
August 23, 2006**

**Prepared by:  
Lake Stevens School District No. 4**

*Lake Stevens School District*

*Capital Facilities Plan*



**CAPITAL FACILITIES PLAN  
LAKE STEVENS SCHOOL DISTRICT NO. 4**

**BOARD OF DIRECTORS**

**Janice Thompson, President  
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Bob Bernethy  
Gail Manahan  
Mari Taylor**

**SUPERINTENDENT**

**Dr. David C. Burgess**

For information on the Lake Stevens School District Capital Facilities Plan contact Robb Stanton at the Lake Stevens School District, 12309 – 22<sup>nd</sup> Street NE, Lake Stevens, WA, 98258. Phone: (425) 335-1506.

*Lake Stevens School District*

*Capital Facilities Plan*

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## SECTION 1: INTRODUCTION

### *Purpose of the Capital Facilities Plan*

The Washington Growth Management Act (GMA) outlines thirteen broad goals including adequate provision of necessary public facilities and services. Schools are among this necessary facilities and services. The public school districts serving Snohomish County residents have developed capital facilities plans to satisfy the requirements of RCW 36.70A.070 and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in their districts.

This Capital Facilities Plan (CFP) is intended to provide the Lake Stevens School District (District), Snohomish County, the City of Lake Stevens, the City of Marysville and other jurisdictions a description of facilities needed to accommodate projected student enrollment at acceptable levels of service over the next twelve years, with more detailed schedule and financing program for capital improvements over the next six years (2006-2011).

The CFP for the District was first prepared in 1994 in accordance with the specifications set in Snohomish County Code. When Snohomish County adopted its GMA Comprehensive Plan in 1995, it addressed future school capital facilities plans in Appendix F of the General Policy Plan. This part of the plan establishes the criteria for all future updates of the District CFP, which is to occur every two years. This CFP updates the GMA-based Capital Facilities Plan last adopted by the District in 2004.

In accordance with GMA mandates, and Snohomish County Chapter 30.66C, this CFP contains the following required elements:

- Future enrollment forecasts for each grade span (elementary, middle and high).
- An inventory of existing capital facilities owned by the District, showing the locations and student capacities of the facilities.
- A forecast of the future needs for capital facilities and school sites; distinguishing between existing and projected deficiencies.
- The proposed capacities of expanded or new capital facilities.
- A six-year plan for financing capital facilities within projected funding capacities, which clearly identifies sources of public money for such purposes. The financing plan separates projects and portions of projects that add capacity from those which do not, since the latter are generally not appropriate for impact fee funding. The financing plan and/or the impact fee calculation formula must also differentiate between projects or portions of projects that address existing deficiencies (ineligible for impact fees) and those which address future growth-related needs.
- A calculation of impact fees to be assessed and support data substantiating said fees.

In developing this CFP, the guidelines of Appendix F of the General Policy Plan were used as follows:

- Information was obtained from recognized sources, such as the U.S. Census or the Puget Sound Regional Council. School districts may generate their own data if it is derived through

statistically reliable methodologies. Information is to be consistent with the State Office of Financial Management (OFM) population forecasts and those of Snohomish County.

- Chapter 30.66C requires that student generation rates be independently calculated by each school district. Rates were updated for this CFP.
- The CFP complies with RCW 36.70A (the Growth Management Act) and, where impact fees are to be assessed, RCW 82.02.
- The calculation methodology for impact fees meets the conditions and test of RCW 82.02. Districts which propose the use of impact fees should identify in future plan updates alternative funding sources in the event that impact fees are not available due to action by the state, county or the cities within their district boundaries.

Adoption of this CFP by reference by the County and Cities constitutes approval of the methodology used herein by the Council(s).

Unless otherwise noted, all enrollment and student capacity data in this CFP is expressed in terms of FTE (Full Time Equivalent)<sup>1</sup>.

### ***Overview of the Lake Stevens School District***

The Lake Stevens School District is located six miles east of downtown Everett, and encompasses all of the City of Lake Stevens as well as portions of unincorporated Snohomish County and a small portion of the City of Marysville. The District is located south of the Marysville School District and north of the Snohomish School District.

The District currently serves a student population of 7,365 (October 1, 2005 headcount) with six elementary schools, two middle schools, one high school, two alternative schools (Prove High School and HomeLink). Elementary schools provide educational programs for students in kindergarten through grade five. Middle schools serve grades six through eight, and the high schools serve grades nine through twelve. HomeLink provides programs for students from kindergarten through grade twelve.

### ***Significant Issues Related to Facility Planning in the Lake Stevens School District***

The most significant issues facing the Lake Stevens School District in terms of providing classroom capacity to accommodate existing and projected demands are:

- rapid growth of enrollment continuing at a rate of 2.8% - 8.6% per year during the past fourteen years;
- aging school facilities (e.g. portions of Mt. Pilchuck and Hillcrest Elementaries which were constructed in the 1950's); and Sunnycrest Elementary constructed in 1969.
- the need for additional property with land costs continuing to escalate dramatically;
- the need for additional infrastructure such as on-campus fire hydrants, electrical services, telephone, data, fire alarms etc. that are driving the costs of portables up significantly;

<sup>1</sup> Full Time Equivalents (FTE) include half the students attending kindergarten and all students enrolled in grades 1 - 12.

- gymnasium and athletic fields that are not adequate to handle the student population; and
- limited local resources to hire maintenance and grounds personnel.

These issues are addressed in greater detail in this Capital Facilities Plan.

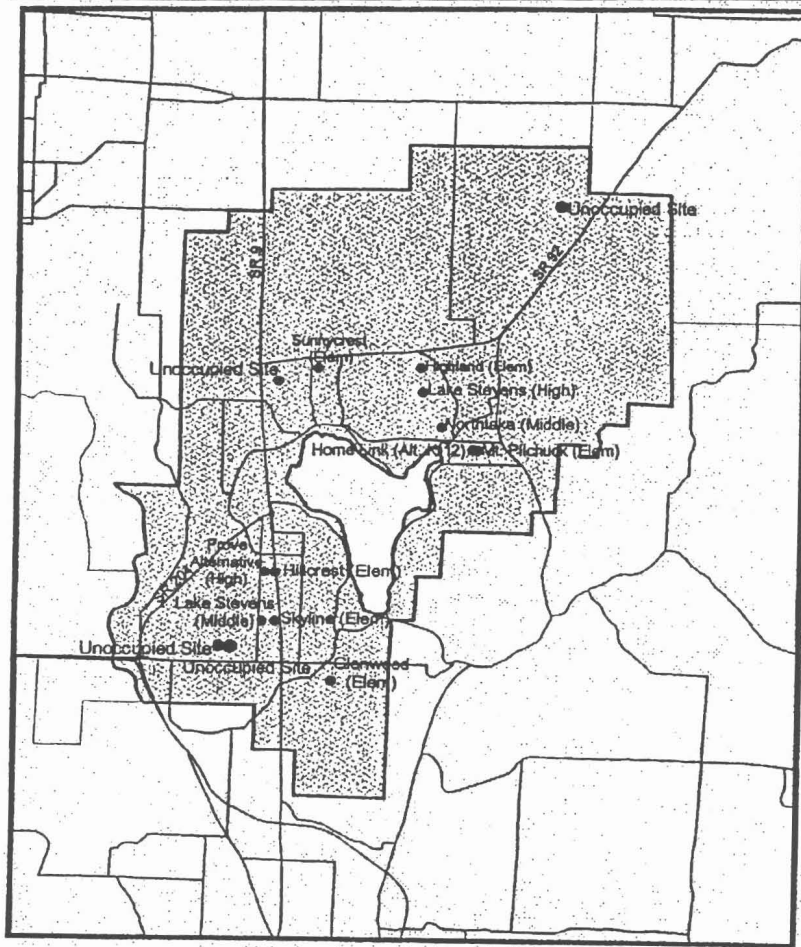


Figure 1 – Map of District Facilities





## SECTION 2: DEFINITIONS

Note: Definitions of terms preceded by an asterisk (\*) are provided in Chapter 30.9SCC. They are included here, in some cases with further clarification to aid in the understanding of this CFP. Any such clarifications provided herein in no way affect the legal definitions and meanings assigned to them in Chapter 30.9SCC.

\*Appendix F means Appendix F of the Snohomish County Growth Management Act (GMA) Comprehensive Plan, also referred to as the General Policy Plan (GPP).

\*Area Cost Allowance (Boeckh Index) means the current OSPI construction allowance for construction costs for each school type.

\*Average Assessed Value means the average assessed value by dwelling unit type of all residential units constructed within the District.

\*Boeckh Index means the number generated by the E.H. Boeckh Company and used by OSPI as a guideline for determining the area cost allowance for new school construction.

\*Board means the Board of Directors of the Lake Stevens School District ("School Board").

\*Capital Facilities means school facilities identified in the District's capital facilities plan and are "system improvements" as defined by the GMA as opposed to localized "project improvements."

\*Capital Facilities Plan (CFP) means the District's facilities plan adopted by its school board consisting of those elements required by Chapter 30.66C and meeting the requirements of the GMA and Appendix F of the General Policy Plan. The definition refers to this document.

\*City means City of Lake Stevens and/or City of Marysville.

\*Council means the Snohomish County Council.

\*County means Snohomish County.

\*DCTED means the Washington State Department of Community, Trade and Economic Development.

\*Developer means the proponent of a development activity, such as any person or entity that owns or holds purchase options or other development control over property for which development activity is proposed.

\*Development means all subdivisions, short subdivisions, conditional use or special use permits, binding site plan approvals, rezones accompanied by an official site plan, or building permits (including building permits for multi-family and duplex residential structures, and all similar uses) and other applications requiring land use permits or approval by Snohomish County.

\*Development Activity means any residential construction or expansion of a building, structure or use of land or any other change of building, structure or land that creates additional demand and need for school facilities, but excluding building permits for attached or detached accessory apartments, and remodeling or renovation permits which do not result in additional dwelling units. Also excluded from this definition is "Housing for Older Persons" as defined by 46 U.S.C. § 3607, when guaranteed by a restrictive covenant, and new single-family detached units constructed on legal lots created prior to May 1, 1991.

\*Development Approval means any written authorization from the County, which authorizes the commencement of a development activity.

\*Director means the Director of the Snohomish County Department of Planning and Development Services (PDS), or the Director's designee.

District means Lake Stevens School District No. 4 whose geographic boundaries are within Snohomish County.

\*District Property Tax Levy Rate means the District's current capital property tax rate per thousand dollars of assessed value.

\*Dwelling Unit Type means (1) single-family residences, (2) multi-family one-bedroom apartment or condominium units and (3) multi-family multiple-bedroom apartment or condominium units.

\*Encumbered means school impact fees identified by the District to be committed as part of the funding for capital facilities for which the publicly funded share has been assured, development approvals have been sought or construction contracts have been let.

\*Estimated Facility Construction Cost means the planned costs of new schools or the actual construction costs of schools of the same grade span recently constructed by the District, including on-site and off-site improvement costs. If the District does not have this cost information available, construction costs of school facilities of the same or similar grade span within another District are acceptable.

FTE (Full Time Equivalent) is a means of measuring student enrollment based on the number of hours per day in attendance at the District's schools. A student is considered one FTE if he/she is enrolled for the equivalent of a full schedule each full day. Kindergarten students attend half-day programs and therefore are counted as 0.5 FTE. For purposes of this Capital Facilities Plan, all other students are counted as full FTE. (This is in line with OSPI's Capital Facilities Section, FTE measurements and projections.)

GFA (per student) means the Gross Floor Area per student.

\*Grade Span means a category into which the District groups its grades of students (e.g., elementary, middle or junior high, and high school).

\*Growth Management Act (GMA) means the Growth Management Act, Chapter 17, Laws of the State of Washington of 1990, 1<sup>st</sup> Ex. Sess., as now in existence or as hereafter amended.

\*Interest Rate means the current interest rate as stated in the Bond Buyer Twenty-Bond General Obligation Bond Index.

\*Land Cost Per Acre means the estimated average land acquisition cost per acre (in current dollars) based on recent site acquisition costs, comparisons of comparable site acquisition costs in other districts, or the average assessed value per acre of properties comparable to school sites located within the District.

\*Multi-Family Dwelling Unit means any residential dwelling unit that is not a single-family unit as defined by ordinance Chapter 30.66C.<sup>2</sup>

\*OFM means Washington State Office of Financial Management.

\*OSPI means Washington State Office of the Superintendent of Public Instruction.

\*Permanent Facilities means school facilities of the District with a fixed foundation.

\*R.C.W. means the Revised Code of Washington (a state law).

\*Relocatable Facilities (also referred to as Portables) means factory-built structures, transportable in one or more sections, that are designed to be used as an education spaces and are needed to prevent the overbuilding of school facilities, to meet the needs of service areas within the District, or to cover the gap between the time that families move into new residential developments and the date that construction is completed on permanent school facilities.

\*Relocatable Facilities Cost means the total cost, based on actual costs incurred by the District, for purchasing and installing portable classrooms.

\*Relocatable Facilities Student Capacity means the rated capacity for a typical portable classroom used for a specified grade span.

\*School Impact Fee means a payment of money imposed upon development as a condition of development approval to pay for school facilities needed to serve the new growth and development. The school impact fee does not include a reasonable permit fee, an application fee, the administrative fee for collecting and handling impact fees, or the cost of reviewing independent fee calculations.

SEPA means the State Environmental Policy Act.

\*Single-Family Dwelling Unit means any detached residential dwelling unit designed for occupancy by a single-family or household.

<sup>2</sup> For purposes of calculating Student Generation Rates, assisted living or senior citizen housing is not included in this definition.

\*Standard of Service means the standard adopted by the District which identifies the program year, the class size by grade span and taking into account the requirements of students with special needs, the number of classrooms, the types of facilities the District believes will best serve its student population and other factors as identified in the District's capital facilities plan. . The District's standard of service shall not be adjusted for any portion of the classrooms housed in relocatable facilities that are used as transitional facilities or from any specialized facilities housed in relocatable facilities.

\*State Match Percentage means the proportion of funds that are provided to the District for specific capital projects from the State's Common School Construction Fund. These funds are disbursed based on a formula which calculates district assessed valuation per pupil relative to the whole State assessed valuation per pupil to establish the maximum percentage of the total project eligible to be paid by the State.

\*Student Factor [Student Generation Rate (SGR)] means the number of students of each grade span (elementary, middle/junior high, high school) that the District determines are typically generated by different dwelling unit types within the District. Each District will use a survey or statistically valid methodology to derive the specific student generation rate, provided that the survey or methodology is approved by the Snohomish County Council as part of the adopted capital facilities plan for each District.

\*Subdivision means all small and large lot subdivisions as defined in Title 19 of the Snohomish County Code, and all short subdivisions as defined in Title 20, which are within the definition of "development above.

\*Teaching Station means a facility space (classroom) specifically dedicated to implementing the District's educational program and capable of accommodating at any one time, at least a full class of up to 30 students. In addition to traditional classrooms, these spaces can include computer labs, auditoriums, gymnasiums, music rooms and other special education and resource rooms.

\*Unhoused Students means District enrolled students who are housed in portable or temporary classroom space, or in permanent classrooms in which the maximum class size is exceeded.

\*WAC means the Washington Administrative Code.

## SECTION 3: DISTRICT EDUCATIONAL PROGRAM STANDARDS

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards which typically drive facility space needs include grade configuration, optimum facility size, class size, educational program offerings, classroom utilization and scheduling requirements, and use of relocatable classroom facilities (portables).

In addition, government mandates and community expectations may affect how classroom space is used. Traditional educational programs offered by school districts are often supplemented by nontraditional, or special programs such as special education, English as a second language, remediation, migrant education, alcohol and drug education, AIDS education, preschool and daycare programs, computer labs, music programs, etc. These special or nontraditional educational programs can have a significant impact on the available student capacity of school facilities

Examples of special programs offered by the Lake Stevens School District at specific school sites include:

- Bilingual Program
- Title 1
- Title 2
- Community Education
- Conflict Resolution
- Drug Resistance Education
- ECEAP
- Highly Capable
- HomeLink
- Independent Ed
- Language Assistance Program (LAP)
- Mentor Program
- Middle School Alternative
- Multi-Age Instruction
- PROVE Alternative High School
- Running Start
- Senior Project (volunteer time as part of course work)
- Vocational Education

Variations in student capacity between schools are often a result of what special or nontraditional programs are offered at specific schools. These special programs require classroom space, which can reduce the permanent capacity of some of the buildings housing these programs. Some students, for example, leave their regular classroom for a short period of time to receive instruction in these special programs. Newer schools within the District have been designed to accommodate most of these programs. However, older schools often require space modifications to accommodate special programs, and in some circumstances, these modifications may reduce the overall classroom capacities of the buildings.

District educational program requirements will undoubtedly change in the future as a result of changes in the program year, special programs, class sizes, grade span configurations, and use of new technology, as well as other physical aspects of the school facilities. The school capacity inventory will be reviewed periodically and adjusted for any changes to the educational program standards. These changes will also be reflected in future updates of this Capital Facilities Plan.

The District's minimum educational program requirements, which directly affect school capacity, are outlined on page 3-3 for the elementary, middle and high school grade levels.

### ***Educational Program Standards for Elementary Grades***

- Average class size for grades K-3 should not exceed 20 students.
- Average class size for grades 4- 5 should not exceed 24 students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is 12 students.
- All students will be provided music instruction in a separate classroom.
- Students may have a scheduled time in a computer lab.
- Optimum design capacity for new elementary schools is 500 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

### ***Educational Program Standards for Middle and High Schools***

- Class size for middle school grades should not exceed 27 students. The District assumes a practical capacity for high school and middle school classrooms of 30 students.
- Class size for grades 9-12 should not exceed 30 students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is 12 students.
- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a workspace during planning periods, it is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity is adjusted using a utilization factor of 90%.
- Some Special Education services for students will be provided in a self-contained classroom.
- Identified students will also be provided other nontraditional educational opportunities in classrooms designated as follows:
  - ♦ Resource Rooms (i.e. computer labs, study rooms).
  - ♦ Special Education Classrooms.

- Program Specific Classrooms, for example: (i.e. music, drama, art, home-economics, physical education)
  - Music
  - Drama
  - Art
  - Physical Education
  - Family and Consumer Sciences
  - Career and Technical Education
- Optimum design capacity for new middle schools is 750 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- Optimum design capacity for new high schools is 1500 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

### ***Minimum Educational Service Standards***

The Lake Stevens School District will evaluate student housing levels based on the District as a whole system and not on a school by school or site by site basis. This may result in portable classrooms being used as interim housing, attendance boundary changes or other program changes to balance student housing across the system as a whole.

The Lake Stevens School District has set minimum educational service standards based on several criteria. Exceeding these minimum standards will trigger significant changes in program delivery. If there are 25 or more students per classroom in a majority of K-5 classrooms, 28 or more students in a majority of 6-8 classrooms, or 31 or more students in a majority of 9-12 classrooms, the minimum standards have not been met.

Although they may meet the number criteria above, double shifting with reduced hours of "Year Round Education" programs adopted for housing reasons would also not meet the minimums.

It should be noted that the minimum educational standard is just that, a minimum, and not the desired or accepted operating standard.





## SECTION 4: CAPITAL FACILITIES INVENTORY

### Capital Facilities

Under GMA, public entities are required to inventory capital facilities used to serve the existing populations. Capital facilities are defined as any structure, improvement, piece of equipment, or other major asset, including land that has a useful life of at least ten years. The purpose of the facilities inventory is to establish a baseline for determining what facilities will be required to accommodate future demand (student enrollment) at acceptable or established levels of service. This section provides an inventory of capital facilities owned and operated by the Lake Stevens School District including schools, portables, developed school sites, undeveloped land and support facilities. School facility capacity was inventoried based on the space required to accommodate the District's adopted educational program standards (see Section 3). A map showing locations of District school facilities is provided as Figure 1.

**Table 1 – School Capacity Inventory**

School Name	Site Size (acres)	Bldg. Area (Sq. Ft.)	Teaching Stations	Perm. Student Capacity	Capacity with Portables*	Year Built or Last Remodel	Potential for Expansion of Perm. Facility
<b>Elementary Schools</b>							
Glenwood Elementary	9	42,737	23	549	645	1992	No
Hillcrest Elementary	15	47,966	23	549	669	1977	No
Highland Elementary	8.7	49,727	21	512	608	1999	No
Mt. Pilchuck Elementary	22	49,068	23	549	573	1977	No
Skyline Elementary	15	42,737	23	549	645	1992	No
Sunnycrest Elementary	15	45,517	23	549	693	1970	No
<b>Total</b>	<b>84.7</b>	<b>277,752</b>	<b>136</b>	<b>3,257</b>	<b>3,833</b>		
<b>Middle Schools</b>							
Lake Stevens Middle School	25	86,374	31	732	1,029	1996	No
North Lake Middle School	15	90,323	39	751	967	2001	No
<b>Total</b>	<b>40</b>	<b>176,697</b>	<b>70</b>	<b>1,483</b>	<b>1,996</b>		
<b>High Schools</b>							
Lake Stevens High School	38	204,844	69	1,614	2,184	1995	No
Prove High School					240		
<b>Total</b>	<b>38</b>	<b>204,844</b>	<b>69</b>	<b>1,614</b>	<b>2,424</b>		

Source: Lake Stevens School District

\* Note: Student Capacity figure is exclusive of portables and adjustments for special programs.

### Schools

The Lake Stevens's School District includes: six elementary schools grades K-5, two middle schools grades 6-8, one high school grades 9-12, one alternative high school (Prove) serving grades 9-12, and an alternative K-12 school (HomeLink).

The District does not currently lease any facilities.

The State (OSPI) calculates school capacity by dividing gross square footage of a building by a standard square footage per student. This method is used by the State as a simple and uniform approach for determining school capacity for purposes of allocating available State Match Funds to school districts for school construction. However, this method is not considered an accurate reflection of the capacity required to accommodate the adopted educational program of each

individual district. For this reason, school capacity was determined based on the number of teaching stations within each building and the space requirements of the District's adopted education program. These capacity calculations were used to establish the District's baseline capacity and determine future capacity needs based on projected student enrollment. The school capacity inventory is summarized in Table 1.

Relocatable classrooms (portables) are not viewed by the District as a solution for housing students on a permanent basis. Therefore, these facilities were not included in the permanent school capacity calculations provided in Table 1.

### ***Relocatable Classroom Facilities (Portables)***

Portables are used as interim classroom space to house students until funding can be secured to construct permanent classroom facilities. Portables are not viewed by the District as a solution for housing students on a permanent basis. The Lake Stevens School District currently uses 75 portables at various school sites throughout the District to provide interim capacity. This figure includes 3 portables purchased in 2004 and 4 portables purchased in 2005 to accommodate interim student housing. A typical portables classroom can provide capacity for a full-size class of students. Current use of portables throughout the District is summarized in Table 2.

**Table 2 – Portable Classrooms**

School Name	Portable Classrooms	Capacity in Portables
<b><u>ELEMENTARY</u></b>		
Glenwood	4	96
Hillcrest	5	120
Highland	4	96
Mt. Pilchuck	1	24
Skyline	4	96
Sunnycrest	6	144
Total	24	576
<b><u>MIDDLE</u></b>		
Lake Stevens Middle	11	297
North Lake Middle	8	216
Total	19	513
<b><u>HIGH</u></b>		
Lake Stevens High School	19	570
Prove	8	240
Total	27	810
HomeLink Alternative School	5	120
District Total	75	2,019

In addition to the portables listed above, the District purchased a portable in 2005 to house the Technology Support Group, a District-wide support group. The portable is located at North Lake Middle School, across from the District Administration Office. It does not add space for interim student housing.

The District will continue to purchase or move existing portables, as needed, to cover the gap between the time that families move into new residential developments and the time the District is able to complete construction on permanent school facilities.

Some of the District's existing portables are beyond their serviceable age and are no longer able to be moved. Upon completion of additional school facilities, the probability exists these units will be demolished.

### **Support Facilities**

In addition to schools, the Lake Stevens School District owns and operates additional facilities that provide operational support functions to the schools. An inventory of these facilities is provided in Table 3.

**Table 3 – Support Facilities**

Facility	Site Acres	Building Area (sq.ft.)
Education Service Center	1.4	13,700
Grounds	1.0	3,000
Maintenance	1.0	6,391
Transportation	6.0	17,550
Total	9.4	40,641

### **Land Inventory**

The Lake Stevens School District owns five undeveloped sites described below:

Ten acres located in the northeast area of the District (Lochsloy area), west of Highway 92. This site will eventually be used for an elementary school (beyond the year 2007). It is presently used as an auxiliary sports field.

An approximately 35-acre site northeast of the intersection of Highway 9 and Soper Hill Road, bordered by Lake Drive on the east is being sold having been declared surplus property by the District.

A parcel of approximately 23 acres, of which 11 acres are usable as an elementary site, is located at approximately Hewitt Avenue and 83<sup>rd</sup> Street. The remainder of this parcel is classified as a wetland and is, therefore, unusable.

A site of approximately 37.7 acres is located approximately 300 yards south of Hewitt Avenue. This site is the site for the new mid-high school currently under construction and scheduled to open in fall 2007.

A 2.42 acre site (Bond Field), located in an area north of Highway #92, is used as a small softball field. It is not of sufficient size to support a school.

**SECTION 5: STUDENT ENROLLMENT TRENDS AND PROJECTIONS**

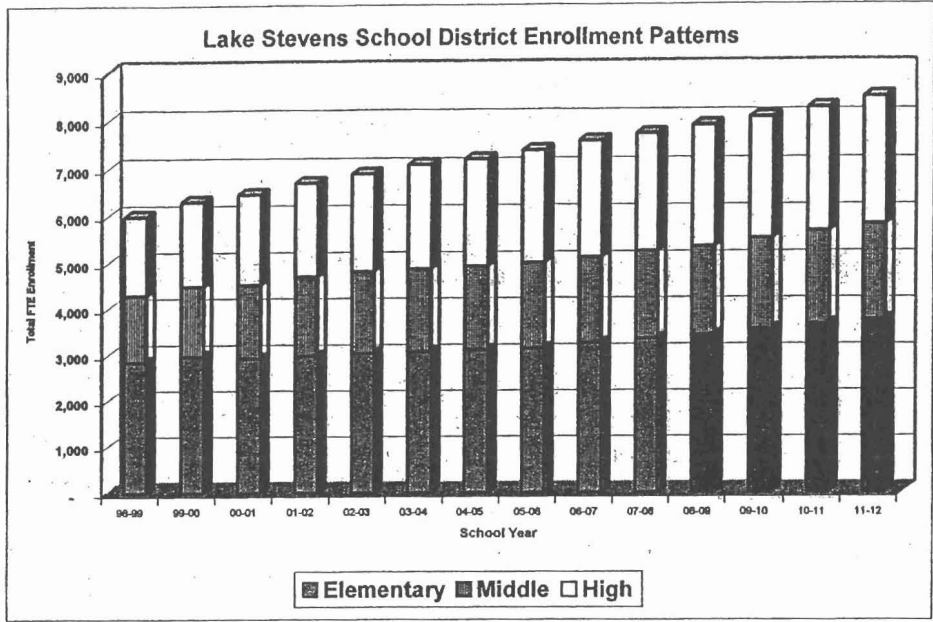


Figure 2 – Lake Stevens School District Enrollment

**Historic Trends and Projections**

Student enrollment records dating back to 1973 were available from Snohomish County and OSPI. Student enrollment in the Lake Stevens School District remained relatively constant between 1973 and 1985 (15%) and then grew significantly from 1985 through 2005 (120%). The October 1, 2005 enrollment was 7,637 (7,365 FTE) students.

Actual enrollment by year is shown in Figure 2. Average annual growth between 1974 and 2005 was 4.18%, more than double the countywide average of 1.75% per year. Between 1994 and 2005 average annual growth was 4.47% compared to a countywide average of 1.71%. Since 1992, the Lake Stevens School District has been one of the fastest growing districts in Snohomish County.

Table 4 – Comparison of Enrollment Projections 2006-2011

Projection	2005*	2006	2007	2008	2009	2010	2011	Actual Change 05-11	Percent Change 05-11
OSPI	7,365	7,562	7,703	7,879	8,041	8,232	8,451	1,086	14.7%
Ratio	7,365	7,637	7,880	8,122	8,370	8,613	8,857	1,492	20.3%

Source: Lake Stevens School District, OSPI  
 \* Actual FTE student enrollment (October 1, 2005)

Enrollment projections are most accurate for the initial years of the forecast period. Moving further into the future, more assumptions about economic conditions and demographic trends in the area affect the projections. Monitoring birth rates in Snohomish County and population

growth for the area are essential yearly activities in the ongoing management of the capital facilities plan. In the event that enrollment growth slows, plans for new facilities can be delayed. It is much more difficult, however, to initiate new projects or speed projects up in the event enrollment growth exceeds the projections.

**Table 5 – Projected Enrollment by Grade Span 2006-2011**

Grade Span	2005	2006	2007	2008	2009	2010	2011
Elementary	3,115	3,238	3,326	3,407	3,527	3,640	3,730
Middle School	1,868	1,859	1,906	1,909	1,971	2,006	2,059
High School	2,382	2,465	2,471	2,563	2,543	2,586	2,662

Source: OSPI data: Report dates 11/05

\* Actual FTE Student Enrollment (October 1, 2005)

Two enrollment forecasts were conducted for the Lake Stevens School District. The first is an estimate by the Superintendent of Public Instruction (OSPI). OSPI estimates future enrollment using a modified cohort survival method. This method estimates how many students in one year will attend the next grade in the following year. The methodology is explained in Appendix D.

The second method is an estimate based upon Snohomish County population estimates as provided by the State Office of Financial Management (OFM). Section 11 of ESHB 2929 (The Growth Management Act) requires that planning for public facilities be based on the 20-year population projections developed by the OFM. OFM population based enrollment projections have been estimated using the revised Draft Population Forecast by School District prepared by the Snohomish County Department of Planning and Development Services, and OFM population forecasts for Snohomish County.

The ratio method traces the ratio of student enrollment to total population and assumes what this ratio will be in future years. On average, for the period 1998 – 2005, 21.54% of the population in the Lake Stevens School District was students.

Combining the OSPI enrollment projections with historic OFM population relationships, the average student population ratio through 2011 is 20.11%. The District finds that this is a reasonable assumption and therefore assumes that the OSPI and OFM ratio methods are comparable. See *Appendix C – Enrollment Data, Table C-3* for historical trends in enrollment/population ratios.

OSPI estimates that enrollment will total 8,451 student FTEs in 2011. This is a 14.7% increase over 2005. The Ratio Method estimates that enrollment will total 8,857 student FTEs in 2011, which is a 20.3% increase over 2005.

The OSPI enrollment forecast has been used to determine facility needs inasmuch as it the most conservative and most closely relates to the District's internal projections.

### **2014 and 2025 Enrollment Projections**

Although student enrollment projections beyond 2011 are highly speculative, they are useful for developing long-range comprehensive facilities plans. These long-range enrollment projections may also be used in determining future site acquisition needs.

The District projects a 2014 student FTE enrollment of 9,435 based on the "ratio method. (OSPI does not forecast enrollments beyond 2011) The forecast is based on the County's OFM-based population forecast and applies the student-to-population ratio of 21.54 % estimated for 2011. Assuming the County forecasts are correct, there is an assumed upward turn in the student-to-population ratio through 2014. The 21.54% ratio is considered reasonable. The 2014 estimate represents a 28.1% increase over existing 2005 enrollment levels. The total enrollment estimate was broken down by grade span to evaluate long-term site acquisition needs for elementary, middle and high school facilities. Enrollment by grade span was determined based on recent and projected enrollment trends at the elementary, middle and high school levels. Projected enrollment by grade span for the year 2014 is provided in Table 6.

Using the County's OFM-based population forecast and continuing the average 21.54 % student-to-population ratio experienced over the past several years, a student population of 12,672 FTE is projected for 2025. Projected enrollment by grade span for 2025 is provided in Table 6.

Should projected enrollment materialize as described in Table 6, it is estimated that the District would require an additional 95 classrooms at the elementary level, 55 classrooms at the middle school level and 83 classrooms at the high school level. These additional classrooms could take the form of relocatable classrooms (portables), additional classrooms at existing schools or new campuses. In addition, it is possible that the District would require additional support facilities, like a maintenance building, technology center, warehouse space or additional bus service facilities, to serve the projected enrollment.

Again, these estimates are highly speculative and are used only for general planning purposes. Analysis of future facility and capacity needs is provided in Section 6 of this Capital Facilities Plan.

**Table 6 – Projected 2014 & 2025 Enrollment (Ratio Method - OFM)**

Grade Span	Projected FTE	
	Student Enrollment 2014	Student Enrollment 2025
Elementary, K-5	4,114	5,525
Middle, 6-8	2,308	3,100
High, 9-12	3,014	4,047
District Total (K-12)	9,436	12,672



## SECTION 6: CAPITAL FACILITIES PLAN

### ***Existing Deficiencies***

Current enrollment at each grade level is identified in Appendix C-3. The District is currently under capacity at the elementary level by 19 students, over capacity at the middle school level by 376 students and over capacity at the high school by 851 students.

The District expects that 0.721 students will be generated from each new single family home in the District and that 0.298 students will be generated from each new two-plus bedroom multi-family unit. These numbers are based upon the District's student generation rates.

The District's enrollment projections, in Table 5, have been applied to the existing capacity and the District will be over capacity at the elementary level by 473 students, over capacity at the middle school level by 576 students and over capacity at the high school by 1,048 students if no capacity improvements are made by the year 2011.

The District's six-year capital improvement plan (Table 9) includes capacity projects to address existing and future needs.

The "base year" for determining growth related needs in the 2006 CFP is 2005.

### ***Facility Needs (2006 – 2011)***

Projected available student capacity was derived by subtracting projected FTE student enrollment from existing permanent school capacity (excluding portables) for each of the six years in the forecast period (2006 - 2011).

Capacity needs are expressed in terms of "un-housed students. Un-housed students are defined as students expected to be housed in portable classrooms or classrooms where class size exceeds State standards or contractually negotiated agreements within the local school district.

The method used to define future capacity needs assumes no new construction. For this reason planned construction projects are not included at this point. This factor is added later (see Table 9).

Projected future capacity needs are depicted on Table 7. The table shows actual space needs and the portion of those needs that are "growth related. By ordinance, new development cannot be assessed impact fees to correct existing deficiencies. Thus, any capacity deficiencies existing in the District in 2005 must be deducted from the total projected deficiencies before impact fees are assessed.

### **Forecast of Future Facility Needs for the Next Twenty Years**

Additional elementary, middle and high school classroom space will need to be constructed between 2014 and 2025 to meet the projected student population increase. The District will have to purchase additional school sites to facilitate growth during this time frame.



**Table 7 – Projected Additional Capacity Needs 2006- 2011**

Grade Span	2005	2006	2007	2008	2009	2010	2011	06-11 Pct. Growth Related
<b>Elementary (K-5)</b>								
Total	0	0	69	150	270	383	473	
Growth Related	0	0	69	150	270	383	473	100.00%
<b>Middle School (6-8)</b>								
Total	385	376	423	426	488	523	576	
Growth Related	0	-9	38	41	103	138	191	33.16%
<b>High School (9-12)</b>								
Total	768	851	857	949	929	972	1048	
Growth Related	0	83	89	181	161	204	280	26.72%

By the end of the six-year forecast period (2011), additional permanent student capacity will be needed as follows:

**Table 8 – 2011 Additional Capacity Needed**

Grade Level	2005 Capacity	2006 Capacity	2011 Add'l Capacity Needed
Elementary	3,257	3,257	473
Middle School	1,483	1,483	576
High School	1,614	1,614	1,048
Total	6,354	6,354	2,097

These figures do not reflect any planned improvements by the District through 2011. Planned improvements are discussed in the sections that follow.

### ***Planned Improvements (2006 – 2011)***

The following is a brief outline of those projects likely needed to accommodate un-housed students in the Lake Stevens School District through the Year 2011 based on OSPI enrollment projections. The District placed a successful bond issue before the voters in February 2005 for \$65,500,000. This amount represents the District (local) portion of projects totaling approximately \$102,520,000. Mitigation fees are also included in the local portion of entitled projects.

**Elementary Schools:** Based upon current enrollment estimates, elementary student population will increase to the level of requiring a new elementary school. However, the construction of new elementary schools by 2011 is not included in the District's planning at this time. Renovation of Mt. Pilchuck, Hillcrest and Sunnycrest Elementary Schools is planned.

**Middle Schools:** The District needs additional space to facilitate middle school students. At this time, the District is in the process of constructing an 8-9 secondary school scheduled for completion in the fall of 2007.

**High Schools:** The District needs additional space to facilitate high school students. At this time, the District is in the process of constructing an 8-9 secondary school scheduled to open in

the fall of 2007. The District will receive matching funds on this project. It should be noted, however, that while the state indicates a matching ratio of 67.81%, based upon several factors, the District has historically received an approximate 40% matching ratio on its school construction projects and will receive on this project a state match not to exceed \$20,280,000 or approximately 33%.

**Interim Classroom Facilities (Portables):** Additional portables will be purchased in future years, as needed. However, it remains a District goal to house all students in permanent facilities.

**Site Acquisition and Improvements:** The District may elect to acquire an elementary school site between 2006 and 2011. The District did acquire sites for an elementary school and a high school in 2001. Because these past purchases were accounted for in the District's 2000 CFP, the District can continue to assign the acquisition costs (\$1.23 million) to the impact fee formula.

**Support Facilities**

The District does not project the need for additional support facilities during period of the six-year finance plan.

***Capital Facilities Six Year Finance Plan***

The Six Year Finance Plan shown on Table 9 demonstrates how the District intends to fund new construction and improvements to school facilities for the years 2006-2011. The financing components include bond issue(s), school mitigation and impact fees.

The financing plan separates projects and portions of projects that add capacity from those that do not, since the latter are generally not appropriate for impact fee funding. The financing plan and impact fee calculation formula also differentiate between projects or portions of projects that address existing deficiencies (ineligible for impact fees) and those which address future growth related needs.

**General Obligation Bonds:** Bonds are typically used to fund construction of new schools and other capital improvement projects. A 60% voter approval is required to pass a bond. Bonds are then retired through collection of property taxes. The Lake Stevens School District passed a capital improvements bond for \$15 million in 1994, another for \$9 million in 1999. All funds from these bonds have been utilized. A capital improvements bond for \$65,500,000 was approved by the electorate in February 2005. These funds are being used to partially fund the projects listed in Table 9.

In the event action by state, county and local jurisdictions determined that impact fees were not available in the future to fund growth-related projects, it would be necessary for the District to seek funds through voter approved general obligation bonds coupled with available state match.

The total costs of the projects outlined represent current bids where construction is currently in or will soon be in progress, architect estimates, and recent purchases.

Table 9 – Capital Facilities Plan 2006 – 2011

	Estimated Project Cost by Year - in \$millions						Total Cost	Local Cost*	State Match
	2006	2007	2008	2009	2010	2011			
<b>Improvements Adding Student Capacity</b>							(All Amounts in \$millions)		
<b>Elementary</b> Site Acquisition				0.98			0.98	0.98	
<b>Middle School</b> New (8-9) Secondary School	16.65	16.65					33.30	23.16	10.14
<b>High School</b> New (8-9) Secondary School	16.65	16.65					33.30	23.16	10.14
<b>Improvements Not Adding Student Capacity</b>							Cost	Local	Match
<b>Elementary</b> Mt. Pilchuck Modernization		5.10	5.00				10.10	4.11	5.99
Hillcrest Modernization		4.40	5.80				10.20	4.34	5.86
Sunnycrest Modernization		4.42	5.00				9.42	3.99	5.43
<b>Middle School</b>									
<b>High School</b> High School Cafeteria Modernization	2.44	3.70					6.14	2.44	3.70
High School Track and Field		1.40					1.40	1.40	
<b>District-wide Improvements</b> District Athletic Facility				0.25	1.95		2.20	2.20	
<b>Totals</b>	35.74	52.32	15.80	1.23	1.95		Total	Local	Match
Elementary School (including land acquisition)		13.92	15.80	0.98			30.70	13.42	17.28
Middle School	16.65	16.65					33.30	23.16	10.14
High School	19.09	21.75					40.84	27.00	13.84
District Wide				0.25	1.95		2.20	2.20	
<b>Annual Total</b>	35.74	52.32	15.80	1.23	1.95		107.04	65.78	41.26
<b>Cumulative Total</b>	35.74	88.06	103.86	105.09	107.04	107.04	107.04	65.78	41.26

\* Local Cost includes amounts currently available to the District, future uncollected impact fees and bonds and levies not yet approved.

**State Match Funds:** State Match Funds come from the Common School Construction Fund. Bonds are sold on behalf of the fund then retired from revenues accruing predominately from the sale of renewable resources (i.e. timber) from State school lands set aside by the Enabling Act of 1889. If these sources are insufficient to meet needs, the Legislature can appropriate funds or the State Board of Education can establish a moratorium on certain projects.

School districts may qualify for State matching funds for a specific capital project. To qualify, a project must first meet State-established criteria of need. This is determined by a formula that specifies the amount of square footage the State will help finance to house the enrollment projected for the district. If a project qualifies, it can become part of a State prioritization system. This system prioritizes allocation of available funding resources to school districts based on a formula which calculates district assessed valuation per pupil relative to the whole State assessed valuation per pupil to establish the percent of the total project cost to be paid by the State for eligible projects. The State contribution for eligible projects can range from less than half to more than 70% of the project's cost.<sup>3</sup>

State Match Funds can only be applied to major school construction projects. Site acquisition and minor improvements are not eligible to receive matching funds from the State. Because availability of State Match Funds has not been able to keep pace with the rapid enrollment growth occurring in many of Washington's school districts, matching funds from the State may not be received by a school district until after a school has been constructed. In such cases, the District must "front fund" a project. That is, the District must finance the complete project with local funds (the future State's share coming from funds allocated to future District projects). When the State share is finally disbursed (without accounting for escalation) the future District project is partially reimbursed.

Because of the method of computing State Match, the District has historically received approximately 40 percent of the actual cost of school construction in state matching funds.

**School Impact Fees** Development impact fees have been adopted by a number of jurisdictions as a means of supplementing traditional funding sources for construction of public facilities needed to accommodate new development. School impact fees are generally collected by the permitting agency at the time building permits or certificates of occupancy are issued.

Impact fees have been calculated utilizing the formula in Table 1 of Snohomish County Ordinance, Chapter 30.66C. The resulting figures are based on the District's cost per dwelling unit to purchase land for school sites, make site improvements, construct schools and purchase, install or relocate temporary facilities (portables). Credits have also been applied in the formula to account for State Match Funds to be reimbursed to the District and projected future property taxes to be paid by the owner of a dwelling unit. The costs of projects that do not add capacity or which address existing deficiencies have been eliminated from the variables used in the calculations.

By ordinance, new developments cannot be assessed impact fees to correct existing deficiencies. Thus, existing capacity deficiencies must be deducted from the total projected deficiencies in the calculation of impact fees.

<sup>3</sup> Paying for Growth's Impacts – A Guide to Impact Fees, State of Washington Department of Community Development Growth Management Division, January 1992, Pg. 30.

The financing plan separates projects and portions of projects that add capacity from those that do not, since the latter are generally not appropriate for impact fee funding. The financing plan and impact fee calculation also differentiate between projects or portions of projects that address existing deficiencies (ineligible for impact fees) and those which address future growth-related needs. From this process, the District can develop a plan that can be translated into a bond issue package for submittal to District voters, if deemed appropriate.

Table 10 presents an estimate of the capacity impacts of the proposed capital construction projects.

**Table 10 – Projected Capacity Surplus (Deficit) After Programmed Improvements**

	Elementary	Middle School	High School
<b>2006</b>			
Existing Capacity	3,257	1,483	1,614
Programmed Improvement Capacity	0	0	0
Capacity After Improvement	3,257	1,483	1,614
Projected Enrollment	3,238	1,859	2,465
Surplus (Deficit) After Improvement*	19	(376)	(851)
<b>2007</b>			
Existing Capacity	3,257	1,483	1,614
Programmed Improvement Capacity	0	675	675
Capacity After Improvement	3,257	2,158	2,289
Projected Enrollment	3,326	1,906	2,471
Surplus (Deficit) After Improvement*	(69)	252	(182)
<b>2008</b>			
Existing Capacity	3,257	2,158	2,289
Programmed Improvement Capacity	0	0	0
Capacity After Improvement	3,257	2,158	2,289
Projected Enrollment	3,407	1,909	2,563
Surplus (Deficit) After Improvement*	(150)	249	(274)
<b>2009</b>			
Existing Capacity	3,257	2,158	2,289
Programmed Improvement Capacity	0	0	0
Capacity After Improvement	3,257	2,158	2,289
Projected Enrollment	3,527	1,971	2,543
Surplus (Deficit) After Improvement*	(270)	187	(254)
<b>2010</b>			
Existing Capacity	3,257	2,158	2,289
Programmed Improvement Capacity	0	0	0
Capacity After Improvement	3,257	2,158	2,289
Projected Enrollment	3,640	2,006	2,586
Surplus (Deficit) After Improvement*	(383)	152	(297)
<b>2011</b>			
Existing Capacity	3,257	2,158	2,289
Programmed Improvement Capacity	0	0	0
Capacity After Improvement	3,257	2,158	2,289
Projected Enrollment	3,730	2,059	2,662
Surplus (Deficit) After Improvement*	(473)	99	(373)



## ***Calculation Criteria:***

### **1. Site Acquisition Cost Element**

**Site Size:** The site size given the optimum acreage for each school type based on studies of existing school sites OSPI standards. Generally, districts will require 11-15 acres for an elementary school; 25-30 acres for a middle school or junior high school; and 40 acres or more for a high school. Actual school sites may vary in size depending on the size of parcels available for sale and other site development constraints, such as wetlands. It also varies based on the need for athletic fields adjacent to the school along with other specific planning factors.

This space for site size on the Variable Table contains a number only when the particular district plans to acquire additional land during the six-year planning period, 2006-2011. As noted previously, the District may elect to acquire an additional school site between 2006 and 2011. The District did acquire sites for an elementary school and a high school in 2001. Because these past purchases were accounted for in the District's 2000 CFP, the District can continue to assign the acquisition costs (\$1.23 million) to the impact fee formula.

**Average Land Cost Per Acre:** The cost per acre is based on estimates of land costs within the District, based either on recent land purchases or by its knowledge of prevailing costs in the particular real estate market. Prices per acre will vary throughout the County and will be heavily influenced by the urban vs. rural setting of the specific district and the location of the planned school site. The Lake Stevens School District estimates its vacant land costs to be \$70,000 per acre. Until a site is actually located for acquisition, the actual purchase price is unknown. Developed sites, which sometimes must be acquired adjacent to existing school sites, can cost as much as \$700,000 per acre.

**Facility Design Capacity (Student FTE):** Facility design capacities reflect the District's optimum number of students each school type is designed to accommodate. These figures are based on actual design studies of optimum floor area for new school facilities. The Lake Stevens School District designs new elementary schools to accommodate 500 students, new middle schools 750 students and new high schools 1,500 students.

**Student Factor:** The student factor (or student generation rate) is the average number of students generated by each housing type – in this case: single-family detached dwellings and multiple-family dwellings. Multiple-family dwellings, which may be rental or owner-occupied units within structures containing two or more dwelling units, were broken out into one-bedroom and two-plus bedroom units.

Pursuant to a requirement of Chapter 30.66C, each school district was required to conduct student generation studies within their jurisdictions. This was done to "localize generation rates for purposes of calculating impact fees. A description of this methodology is contained in Appendix D.

The student generation rates for the Lake Stevens School District are shown on Table 11.



**Table 11 – Student Generation Rates**

	Elementary	Middle	High	Total
Single Family	0.355	0.179	0.187	0.721
Multiple Family, 1 Bedroom	0	0	0	0
Multiple Family, 2+ Bedroom	0.153	0.065	0.080	0.298

## **2. School Construction Cost Variables**

**Additional Building Capacity:** These figures are the actual capacity additions to the Lake Stevens School District that will occur as a result of improvements listed on Table 9 (Capital Facilities Plan).

**Current Facility Square Footage:** These numbers are taken from Tables 1-3. They are used in combination with the “Existing Portables Square Footage” to apportion the impact fee amounts between permanent and temporary capacity figures in accordance with Chapter 30.66C.

**Estimated Facility Construction Cost:** The estimated facility construction cost is based on planned costs or on actual costs of recently constructed schools. The facility cost is the total cost for construction projects as defined on Table 9, including only capacity related improvements and adjusted to the “growth related” factor. Projects or portions of projects that address existing deficiencies (which are those students who are un-housed as of October 1999) are not included in the calculation of facility cost for impact fee calculation.

Facility construction costs also include the off-site development costs. Costs vary with each site and may include such items as sewer line extensions, water lines, off-site road and frontage improvements. Off-site development costs are not covered by State Match Funds. Off-site development costs vary, and can represent 10% or more of the total building construction cost.

## **3. Relocatable Facilities Cost Element**

Impact fees may be collected to allow acquisition of portables to help relieve capacity deficiencies on a temporary basis. The cost allocated to new development must be growth related and must be in proportion to the current permanent versus temporary space allocations by the district.

**Existing Units:** This is the total number of existing portables in use by the district as reported on Table 2.

**New Facilities Required Through 2011:** This is the estimated number of portables to be acquired.

**Cost Per Unit:** This is the average cost to purchase and set up a portable. It includes site preparation, but does not include furnishing of the unit.

**Relocatable Facilities Cost:** This is simply the total number of needed units multiplied by the cost per unit. The number is then adjusted to the “growth-related” factor.

For districts, such as Lake Stevens, that do not credit any portable capacity to the permanent capacity total (see Table 1), this number is not directly applicable to the fee calculation and is for

information only. The impact fee allows a general fee calculation for portables, however the amount is adjusted to the proportion of total square footage in portables to the total square footage of permanent and portable space in the district.

Where districts do allow a certain amount of portable space to be credited to permanent capacity, that amount would be adjusted by the "growth-related factor, because it is considered to be permanent space.

#### **4. Fee Credit Variables**

**BOECKH Index:** This number is generated by the E.H. Boeckh Company and is used by OSPI as a guideline for determining the area cost allowance for new school construction. The index is an average of a seven-city building cost index for commercial and factory buildings in Washington State, and is adjusted every two months for inflation. The current BOECKH Index is \$154.22 (July 2006).

**State Match Percentage:** The State match percentage is the proportion of funds that are provided to the school districts, for specific capital projects, from the State's Common School Construction Fund. These funds are disbursed based on a formula which calculates the District's assessed valuation per pupil relative to the whole State assessed valuation per pupil to establish the percentage of the total project to be paid by the State.

If a project were eligible for State matching funds, the Lake Stevens School District would receive basic project reimbursement of approximately 30% - 40% of the total project cost. (This is based on past history.)

#### **5. Tax Credit Variables**

Under Title 30.66C, a credit is granted to new development to account for taxes that will be paid to the school district over the next ten years. The credit is calculated using a "present value formula.

**Interest Rate (20-year GO Bond):** This is the interest rate of return on a 20-year General Obligation Bond and is derived from the bond buyer index. The current assumed interest rate is 4.60%.

**Levy Rate (in mils):** The capital construction levy rate is determined by dividing the District's average capital property tax rate by one thousand. The current levy rate for the Lake Stevens School District is 0.00210158712.

**Average Assessed Value:** This figure is based on the District's average assessed value for each type of dwelling unit (single-family and multiple-family). The averaged assessed values are based on estimates made by the County's Planning and Development Services Department utilizing information from the Assessor's files. The current average assessed value is \$213,761 for single-family detached residential dwellings; \$77,591 for one-bedroom multi-family units, and \$114,024 for two or more bedroom multi-family units.

## 6. Adjustments

Growth Related Capacity Percentage: This is explained in preceding sections.

Discount: In accordance with Chapter 30.66C, all fees calculated using the above factors are to be reduced by 50%.

### ***Proposed Lake Stevens School District Impact Fee Schedule***

Using the variables and formula described, impact fees proposed for the Lake Stevens School District are summarized in Tables 12, 13 and 14 (refer to Appendix A for worksheets).

Without the County Discount and the Elective District Discount, the fee amounts would have been as follows:

**Table 12 – Calculated Impact Fees (No Discount)**

Housing Type	Impact Fee	
	Per Unit	2004-2009
Single Family Detached	\$8,818	\$7,430
One Bedroom Apartment	\$0	\$0
Two + Bedroom Apartment	\$3,008	\$2,847
Duplex/Townhouse	\$3,008	\$2,847

**Table 13 – Calculated Impact Fees (50% Discount)**

Housing Type	Impact Fee	
	Per Unit	2004-2009
Single Family Detached	\$4,409	\$3,715
One Bedroom Apartment	\$0	\$0
Two + Bedroom Apartment	\$1,504	\$1,423
Duplex/Townhouse	\$1,504	\$1,423

**Table 14 – Calculated Impact Fees (25% Discount)**

Housing Type	Impact Fee	
	Per Unit	2004-2009
Single Family Detached	\$6,614	\$5,573
One Bedroom Apartment	\$0	\$0
Two + Bedroom Apartment	\$2,256	\$2,135
Duplex/Townhouse	\$2,256	\$2,135

**APPENDIX A**  
**Impact Fee Calculation**



IMPACT FEE WORKSHEET  
 LAKE STEVNS SCHOOL DISTRICT  
 SINGLE-FAMILY RESIDENTIAL

SITE ACQUISITION COST

acres needed	<u>36</u>	x	Growth related	<u>0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.355</u>	=	<u>\$0</u>	(elementary)
acres needed	<u>0</u>	x	cost per	<u>0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.179</u>	=	<u>\$0</u>	(middle school)
acres needed	<u>35</u>	x	Acre	<u>\$ 35,143</u>	/	capacity (# students)	<u>1500</u>	x	student factor	<u>0.187</u>	=	<u>\$153</u>	(high school)
TOTAL SITE ACQUISITION COST											=	<u>\$153</u>	

**Prior property purchase**

SCHOOL CONSTRUCTION COST

total const. cost	<u>\$0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.355</u>	=	<u>\$0</u>	(elementary)	
total const. cost	<u>\$33,300,000</u>	/	capacity (# students)	<u>750</u>	x	student factor	<u>0.179</u>	=	<u>\$7,948</u>	(middle school)	
total const. cost	<u>\$33,300,000</u>	/	capacity (# students)	<u>750</u>	x	student factor	<u>0.187</u>	=	<u>\$8,303</u>	(high school)	
									Subtotal	<u>\$16,250</u>	

Total Square Feet of Permanent Space (District)	<u>637,851</u>	/	Total Square Feet of School Facilities (000)	<u>694,848</u>	=	91.8%
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TOTAL FACILITY CONSTRUCTION COST = \$ 14,917

RELOCATABLE FACILITIES COST (PORTABLES)

Portable Cost	<u>\$ 72,400</u>	/	<u>24</u>	facility size	x	student factor	<u>0.355</u>	=	<u>\$0</u>	(elementary)
Portable Cost	<u>\$ 72,400</u>	/	<u>27</u>	facility size	x	student factor	<u>0.179</u>	=	<u>\$480</u>	(middle school)
Portable Cost	<u>\$ 72,400</u>	/	<u>30</u>	facility size	x	student factor	<u>0.187</u>	=	<u>\$451</u>	(high school)
									Subtotal	<u>\$931</u>

Total Square Feet of Portable Space (District)	<u>56,997</u>	/	Total Square Feet of School Facilities (000)	<u>694,848</u>	=	8.20%
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TOTAL RELOCATABLE COST ELEMENT = \$76

**CREDIT AGAINST COST CALCULATION – MANDATORY**

**STATE MATCH CREDIT**

BOECKH Index	\$ 154.22	x OSPI Allowance	<u>90</u>	x	State Match %	<u>40.00%</u>	x student factor	<u>0.355</u>	=	<u>\$0</u>	(elementary)
BOECKH Index	\$ 154.22	x OSPI Allowance	<u>117</u>	x	State Match %	<u>40.00%</u>	x student factor	<u>0.179</u>	=	<u>\$1,292</u>	(middle school)
BOECKH Index	\$ 154.22	x OSPI Allowance	<u>130</u>	x	State Match %	<u>40.00%</u>	x student factor	<u>0.187</u>	=	<u>\$1,500</u>	(high school)

TOTAL STATE MATCH CREDIT = \$2,792

**TAX PAYMENT CREDIT**

$$\begin{aligned}
 & \left[ \left( (1 + \text{interest rate } \underline{4.60\%})^{\wedge} 10 \text{ years to pay off bond} - 1 \right) / \left[ \text{interest rate } \underline{4.60\%} \right] \times \right. \\
 & \left. (1 + \text{interest rate } \underline{4.60\%})^{\wedge} 10 \text{ years to pay off bond} \right] \times \underline{0.002101587} \text{ capital levy rate} \times \\
 & \text{assessed value } \underline{\$213,761} \text{ tax payment credit} = \underline{\$ 3,537}
 \end{aligned}$$

**IMPACT FEE CALCULATION**

SITE ACQUISITION COST		<u>\$153</u>
FACILITY CONSTRUCTION COST		<u>\$14,917</u>
RELOCATABLE FACILITIES COST (PORTABLES)		<u>\$76</u>
(LESS STATE MATCH CREDIT)		<u>(\$2,792)</u>
(LESS TAX PAYMENT CREDIT)		<u>(\$3,537)</u>
(LESS COUNTY DISCOUNT)	50%	<u>(\$4,409)</u>
(LESS DISTRICT DISCOUNT)	25%	<u>(\$2,205)</u>

	None Discounted	50% Discount	25% Discount
FINAL IMPACT FEE PER UNIT	\$8,818	\$4,409	\$6,614

IMPACT FEE WORKSHEET  
 LAKE STEVENS SCHOOL DISTRICT  
**MULTIPLE FAMILY RESIDENTIAL -- 1 BDRM OR LESS**

**SITE ACQUISITION COST**

acres needed	<u>36</u>	x	Growth related	\$ -	/	capacity (# students)	<u>0</u>	x	student factor	<u>0</u>	=	\$0	(elementary)
acres needed	<u>0</u>	x	cost per	\$ -	/	capacity (# students)	<u>0</u>	x	student factor	<u>0</u>	=	\$0	(middle school)
acres needed	<u>35</u>	x	Acre	\$ 35,143	/	capacity (# students)	<u>1500</u>	x	student factor	<u>0</u>	=	\$0	(high school)

TOTAL SITE ACQUISITION COST **Prior property purchase** = \$0

**SCHOOL CONSTRUCTION COST**

total const. cost	<u>\$0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0</u>	=	\$0	(elementary)
total const. cost	<u>\$33,300,000</u>	/	capacity (# students)	<u>750</u>	x	student factor	<u>0</u>	=	\$0	(middle school)
total const. Cost	<u>\$33,300,000</u>	/	capacity (# students)	<u>750</u>	x	student factor	<u>0</u>	=	\$0	(high school)
Subtotal										\$0

Total Square Feet of Permanent Space (District) 637,851 / Total Square Feet of School Facilities (000) 694,848 = 91.8%

TOTAL FACILITY CONSTRUCTION COST = \$ -

**RELOCATABLE FACILITIES COST (PORTABLES)**

Portable Cost	<u>\$ 72,400</u>	/	<u>24</u>	facility size	x	student factor	<u>0</u>	=	\$0	(elementary)
Portable Cost	<u>\$ 72,400</u>	/	<u>27</u>	facility size	x	student factor	<u>0</u>	=	\$0	(middle school)
Portable Cost	<u>\$ 72,400</u>	/	<u>30</u>	facility size	x	student factor	<u>0</u>	=	\$0	(high school)
Subtotal										\$0

Total Square Feet of Portable Space (District) 56,997 / Total Square Feet of School Facilities (000) 694,848 = 8.20%

TOTAL RELOCATABLE COST ELEMENT = \$0



**CREDIT AGAINST COST CALCULATION – MANDATORY**

**STATE MATCH CREDIT**

BOECKH Index	\$ 154.22	x OSPI Allowance	90	x	State Match %	40.00%	x student factor	0	=	\$0 (elementary)
BOECKH Index	\$ 154.22	x OSPI Allowance	117	x	State Match %	40.00%	x student factor	0	=	\$0 (middle school)
BOECKH Index	\$ 154.22	x OSPI Allowance	130	x	State Match %	40.00%	x student factor	0	=	\$0 (high school)
TOTAL STATE MATCH CREDIT									=	\$0

**TAX PAYMENT CREDIT**

$$\begin{aligned}
 & \left[ \left( (1 + \text{interest rate } 4.60\% )^{10} \text{ years to pay off bond} - 1 \right) / \left[ \text{interest rate } 4.60\% \times \right. \right. \\
 & \left. \left. (1 + \text{interest rate } 4.60\% )^{10} \text{ years to pay off bond} \right] \times 0.002105871 \text{ capital levy rate} \times \right. \\
 & \left. \text{assessed value } \$77,591 \right] \text{ tax payment credit} = \$1,287
 \end{aligned}$$

**IMPACT FEE CALCULATION**

SITE ACQUISITION COST		\$0
FACILITY CONSTRUCTION COST		\$0
RELOCATABLE FACILITIES COST (PORTABLES)		\$0
(LESS STATE MATCH CREDIT)		\$0
(LESS TAX PAYMENT CREDIT)		\$0
(LESS COUNTY DISCOUNT)	50%	\$0
(LESS DISTRICT DISCOUNT)	25%	\$0

	Non-Discounted	50% Discount	25% Discount
FINAL IMPACT FEE PER UNIT	\$0	\$0	\$0

IMPACT FEE WORKSHEET  
 LAKE STEVNS SCHOOL DISTRICT  
**MULTIPLE FAMILY RESIDENTIAL -- 2 BDRM OR MORE**

**SITE ACQUISITION COST**

acres needed	<u>36</u>	x	Growth related	\$ - /	capacity (# students)	<u>0</u>	x	student factor	<u>0.153</u>	=	<u>\$0</u>	(elementary)	
acres needed	<u>0</u>	x	cost per	\$ - /	capacity (# students)	<u>0</u>	x	student factor	<u>0.065</u>	=	<u>\$0</u>	(middle school)	
acres needed	<u>35</u>	x	Acre	<u>\$ 35,143</u> /	capacity (# students)	<u>1500</u>	x	student factor	<u>0.08</u>	=	<u>\$66</u>	(high school)	
<b>TOTAL SITE ACQUISITION COST</b>													
											<b>Prior property purchase</b>	=	<u>\$66</u>

**SCHOOL CONSTRUCTION COST**

total const. cost	<u>\$0</u>	/		capacity (# students)	<u>0</u>	x	student factor	<u>0.153</u>	=	<u>\$0</u>	(elementary)	
total const. cost	<u>\$33,300,000</u>	/		capacity (# students)	<u>750</u>	x	student factor	<u>0.065</u>	=	<u>\$2,886</u>	(middle school)	
total const. Cost	<u>\$33,300,000</u>	/		capacity (# students)	<u>750</u>	x	student factor	<u>0.08</u>	=	<u>\$3,552</u>	(high school)	
											Subtotal	<u>\$6,438</u>

Total Square Feet of Permanent Space (District )	<u>637,851</u>	/ Total Square Feet of School Facilities (000)	<u>694,848</u>	=	91.8%	
<b>TOTAL FACILITY CONSTRUCTION COST</b>					=	<u>\$ 5,910</u>

**RELOCATABLE FACILITIES COST (PORTABLES)**

Portable Cost	<u>\$ 72,400</u>	/	<u>24</u>	facility size	x	student factor	<u>0.153</u>	=	<u>\$0</u>	(elementary)		
Portable Cost	<u>\$ 72,400</u>	/	<u>27</u>	facility size	x	student factor	<u>0.065</u>	=	<u>\$174</u>	(middle school)		
Portable Cost	<u>\$ 72,400</u>	/	<u>30</u>	facility size	x	student factor	<u>0.08</u>	=	<u>\$193</u>	(high school)		
											Subtotal	<u>\$367</u>
Total Square Feet of Portable Space (District )	<u>56,997</u>	/ Total Square Feet of School Facilities (000)	<u>694,848</u>	=	8.20%							

<b>TOTAL RELOCATABLE COST ELEMENT</b>					=	<u>\$30</u>
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**CREDIT AGAINST COST CALCULATION – MANDATORY**

**STATE MATCH CREDIT**

BOECKH Index	\$ 154.22	x OSPI Allowance	<u>90</u>	x	State Match %	<u>40.00%</u>	x student factor	<u>0.153</u>	=	<u>\$0</u>	(elementary)	
BOECKH Index	\$ 154.22	x OSPI Allowance	<u>117</u>	x	State Match %	<u>40.00%</u>	x student factor	<u>0.065</u>	=	<u>\$469</u>	(middle school)	
BOECKH Index	\$ 154.22	x OSPI Allowance	<u>130</u>	x	State Match %	<u>40.00%</u>	x student factor	<u>0.08</u>	=	<u>\$642</u>	(high school)	
										<b>TOTAL STATE MATCH CREDIT</b>	=	<u><b>\$1,111</b></u>

**TAX PAYMENT CREDIT**

$\left[ \left( 1 + \text{interest rate } \underline{4.60\%} \right)^{10} - 1 \right] / \left[ \text{interest rate } \underline{4.60\%} \right] \times$	10	years to pay off bond) - 1] /	0.002101587	capital levy rate x	
$(1 + \text{interest rate } \underline{4.60\%})^{10}$	10	years to pay off bond ] x			
assessed value	<u>\$114,024</u>			tax payment credit =	<b>\$1,887</b>

**IMPACT FEE CALCULATION**

SITE ACQUISITION COST		<u>\$66</u>
FACILITY CONSTRUCTION COST		<u>\$5,910</u>
RELOCATABLE FACILITIES COST (PORTABLES)		<u>\$30</u>
(LESS STATE MATCH CREDIT)		<u>(\$1,111)</u>
(LESS TAX PAYMENT CREDIT)		<u>(\$1,887)</u>
(LESS COUNTY DISCOUNT)	50%	<u>(\$1,504)</u>
(LESS DISTRICT DISCOUNT)	25%	<u>(\$752)</u>

	Non-Discounted	50% Discount	25% Discount
<b>FINAL IMPACT FEE PER UNIT</b>	<b>\$3,008</b>	<b>\$1,504</b>	<b>\$2,256</b>

**APPENDIX B**  
**OSPI Enrollment Forecasting Methodology**



## OSPI PROJECTION OF ENROLLMENT DATA

### Cohort-Survival or Grade-Succession Technique

Development of a long-range school-building program requires a careful forecast of school enrollment indicating the projected number of children who will attend school each year.

The following procedures are suggested for determining enrollment projections:

1. Enter in the lower left corner of the rectangle for each year the number of pupils actually enrolled in each grade on October 1, as reported on the October Report of School District Enrollment, Form M-70, column A. (For years prior to October 1, 1965, enter pupils actually enrolled as reported in the county superintendent's annual report, Form A-1.)
2. In order to arrive at enrollment projections for kindergarten and/or grade one pupils, determine the percent that the number of such pupils each year was of the number shown for the immediately preceding year. Compute an average of the percentages, enter it in the column headed "Ave. % of Survival", and apply such average percentage in projecting kindergarten and/or grade one enrollment for the next six years.
3. For grade two and above determine the percent of survival of the enrollment in each grade for each year to the enrollment. In the next lower grade during the preceding year and place this percentage in the upper right corner of the rectangle. (For example, if there were 75 pupils in actual enrollment in grade one on October 1, 1963, and 80 pupils were in actual enrollment in grade two on October 1, 1964, the percent of survival would be  $80/75$ , or 106.7%. If the actual enrollment on October 1, 1965 in grade three had further increased to 100 pupils, the percent of survival to grade three would be  $100/80$ , or 125%.)

Compute an average of survival percentages for each year for each grade and enter it in the column, "Ave. % of Survival".

In order to determine six-year enrollment projections for grade two and above, multiply the enrollment in the next lower grade during the preceding year by 7 the average percent of survival. For example, if, on October 1 of the last year of record, there were 100 students in grade one and the average percent of survival to grade two was 105, then 105% of 100 would result in a projection of 105 students in grade two on October 1 of the succeeding year.

4. If, after calculating the "Projected Enrollment", there are known factors which will further influence the projections, a statement should be prepared showing the nature of those factors, involved and their anticipated effect upon any portion of the calculated projection.

\*Kindergarten students are projected based on a regression line.

**APPENDIX C:  
Enrollment Data**

**Table C-1**  
**LAKE STEVENS SCHOOL DISTRICT**  
**STUDENT ENROLLMENT, BY GRADE SPAN 1998-2005**

(Based on actual student enrollment on October 1 of each year)

School Type	Grade Level	School Year							
		1998	1999	2000	2001	2002	2003	2004	2005
Elementary	K	494	500	472	458	533	470	534	545
	1	521	520	517	507	520	555	536	555
	2	516	551	522	567	514	540	568	555
	3	521	551	540	534	586	533	557	591
	4	537	531	556	569	552	607	544	589
	5	498	559	548	559	585	576	618	552
Middle	6	484	532	564	580	582	599	610	654
	7	475	490	545	617	594	610	603	602
	8	496	507	494	539	611	609	611	612
Sr. High	9	510	558	564	525	646	748	714	717
	10	452	472	538	552	543	586	657	652
	11	385	414	437	502	502	460	504	584
	12	347	365	391	412	381	419	397	429
Grades K-5 Headcount		3,087	3,212	3,155	3,194	3,290	3,281	3,357	3,387
Grades K-5 FTE (2)		2,840	2,962	2,919	2,965	3,024	3,046	3,090	3,115
Grades 6-8 Headcount		1,455	1,529	1,603	1,736	1,787	1,818	1,824	1,868
Grades 9-12 Headcount		1,694	1,809	1,930	1,991	2,072	2,213	2,272	2,382
Grades K-12 Headcount		6,236	6,550	6,688	6,921	7,149	7,312	7,453	7,637
Grades K-12 FTE		5,989	6,300	6,452	6,692	6,883	7,077	7,186	7,365

Source: Lake Stevens School District, OSPI



**TABLE C-2**  
**LAKE STEVENS SCHOOL DISTRICT**  
**PROJECTED STUDENT ENROLLMENT 2006-2011**  
 (OSPI Estimate)

School Type	Grade Level	School Year:							
		2005	SPR	2006	2007	2008	2009	2010	2011
Elementary	K	545		555	570	585	600	616	631
	1	555		592	603	619	635	652	669
	2	555		578	617	628	645	661	679
	3	591		573	597	637	649	666	683
	4	589		615	596	621	663	675	693
Middle	5	552		602	628	609	635	678	690
	6	654		579	631	658	638	666	711
	7	602		675	597	651	679	658	687
Sr. High	8	612		605	678	600	654	682	661
	9	717		714	706	791	700	763	795
	10	652		676	673	665	745	669	719
	11	584		579	600	597	590	661	586
	12	429		496	492	510	508	502	562
Grades K-5 Headcount		3,387	45%	3,515	3,611	3,699	3,827	3,948	4,045
Grades K-5 FTE		3,115	0%	3,238	3,326	3,407	3,527	3,640	3,730
Grades 6-8 Headcount		1,868	25%	1,859	1,906	1,909	1,971	2,006	2,059
Grades 9-12 Headcount		2,382	30%	2,465	2,471	2,563	2,543	2,586	2,662
Grades K-12 Headcount		7,637	100%	7,839	7,988	8,171	8,341	8,540	8,766
Grades K-12 FTE (2)		7,365		7,562	7,703	7,879	8,041	8,232	8,451

Source: Lake Stevens School District, OSPI

Notes:

(1) Actual student enrollment as of October 1, 2005.

(2) Assumes half-day attendance for kindergarten students.

SPR = Student Population Ratio

Table C-3  
**LAKE STEVENS SCHOOL DISTRICT**  
**PROJECTED STUDENT ENROLLMENT 2006-2011**  
 (Ratio Method)

School Type	Grade Level	School Year:							
		2005	SPR	2006	2007	2008	2009	2010	2011
Elementary	K	545		559	576	594	612	630	648
	1	555		612	631	651	671	690	710
	2	555		618	638	657	677	697	717
	3	591		639	659	680	700	721	741
	4	589		658	679	700	721	742	763
	5	552		649	669	690	711	732	752
Middle	6	654		667	689	710	732	753	774
	7	602		645	666	686	707	728	748
	8	612		585	603	622	641	728	748
Sr. High	9	717		667	688	710	732	753	774
	10	652		637	657	677	698	718	739
	11	584		517	534	550	567	583	600
	12	429		463	478	492	507	522	537
Grades K-5 Headcount		3,387	45%	3,735	3,852	3,972	4,092	4,212	4,331
<i>Grades K-5 FTE (2)</i>		3,115		3,456	3,564	3,675	3,786	3,897	4,007
Grades 6-8 Headcount		1,868	25%	1,897	1,958	2,018	2,080	2,140	2,200
Grades 9-12 Headcount		2,382	30%	2,284	2,358	2,429	2,504	2,576	2,650
Grades K-12 Headcount		7,637	100%	7,915	8,168	8,421	8,675	8,928	9,182
<i>Grades K-12 FTE (2)</i>		7,365		7,637	7,880	8,122	8,370	8,613	8,857

Source: Lake Stevens School District, OSPI

**Table C-4  
Lake Stevens School District  
Projected FTE Student Enrollment 2006 - 2011 and 2014**

<b>Historical Ratio</b>								
	1998	1999	2000	2001	2002	2003	2004	2005
Population	27,776	28,836	29,896	30,,859	32,036	33,213	34,390	35,567
FTE Student Enrollment	5,989	6,300	6,452	6,692	6,883	7,077	7,186	7,365
Student/Population Ratio	21.56%	23.15%	21.58%	21.69%	21.48%	21.30%	20.89%	20.70%

<b>Projected Enrollment Total</b>								
<b>Office of Public Instruction (OSPI)</b>								
	2005*	2006	2007	2008	2009	2010	2011	2014
Population	35,567	36,744	37,921	39,098	40,275	41,452	42,627	43,803
FTE Student Enrollment	7,365	7,562	7,703	7,879	8,041	8,232	8,451	N.A.
Student/Population Ratio	20.70%	2058%	20.31%	20.15%	19.96%	19.85%	19.82%	

<b>Projected Enrollment Total</b>								
<b>(Ratio Method)</b>								
	2005*	2006	2007	2008	2009	2010	2011	2014
Population	35,567	36,744	37,921	39,098	40,275	41,452	42,627	43,803
FTE Student Enrollment	7,077	7,915	8,168	8,421	8,675	8,928	9,182	9,435

	1998-2005 Actual	2006-2011 Assumed	2014 Assumed	OSPI '06-'11	DISTRICT 2014
FTE Student:Population Ratio	(See Above)				
Average	21.54%	20.11%	20.11%	20.11%	N.A.
Grade Span (Avg. Distribution)					
Elementary (K-5)	44.53%			43.60%	43.60%
Middle School (6-8)	25.22%			24.46%	24.46%
High School (9-12)	30.25%			31.94%	31.94%
Total	100.00%			100.00%	100.00%

Assumed Enrollment

Resulting Ratio

Resulting Distribution

Assumed Distribution

**APPENDIX D**  
**Student Generation Rate Methodology**


**BROWNING  
CONSULTING**

 ENABLING SCHOOL DISTRICTS TO MANAGE AND USE STUDENT ASSESSMENT DATA
 

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March 29, 2006

**Student Generation Rate – Lake Stevens School District**

This document describes the methodology used by Larry Browning, M. A. to calculate student generation rates for the Lake Stevens School District, and provides results of the calculations.

Using data files from the Metroscan database, Snohomish County Planning and Development Services staff provided addresses and land use codes of all new construction between the years 1998 to 2004 within the Lake Stevens school district. This data was “cleaned up” by eliminating any records that did not contain sufficient information (such as a missing site address) to generate a match from the student record data.

Using data files from the Lake Stevens student records database, District staff provided student addresses and grade levels of K-12 students attending the District as of March 2006. The student addresses were cleaned up and reformatted to be consistent with the Metroscan method of storing addresses.

Data from the two sources was electronically matched to obtain the following student generation rates:

**Single Family Rates:** The records of 2,580 single family units were compared with 7,656 registered students in the District, and the following count of matches and calculated rates were found (calculated rates for individual grades may not equal overall totals due to rounding):

GRADE(S)	COUNT OF MATCHES	CALCULATED RATE
K	162	0.063
1	157	0.061
2	153	0.059
3	145	0.056
4	154	0.06
5	145	0.056
6	179	0.069
7	158	0.061
8	126	0.049
9	169	0.066
10	122	0.047
11	99	0.038
12	92	0.036
K-5	916	0.355
6-8	463	0.179
9-12	482	0.187
K-12	1861	0.721

\*Calculated rates for individual grades may not equal overall totals due to rounding.

**Multifamily Rates (0-1 Bedrooms):** The records of three 0-1 bedroom units were compared with 7,386 registered students in the district and no matches were found.

**Multifamily Rates (2-plus Bedrooms):** The records of 321 2-plus bedroom units were compared with 7,386 registered students in the District, and the following count of matches and calculated rates were found (calculated rates for individual grades may not equal overall totals due to rounding):

GRADE(S)	COUNT OF MATCHES	CALCULATED RATE
K	4	0.015
1	8	0.029
2	5	0.018
3	14	0.051
4	6	0.022
5	5	0.018
6	9	0.033
7	7	0.025
8	2	0.007
9	4	0.015
10	6	0.022
11	5	0.018
12	7	0.025
K-5	82	0.153
6-8	18	0.065
9-12	22	0.08
K-12	82	0.298

\*Calculated rates for individual grades may not equal overall totals due to rounding.

**APPENDIX E**  
**Board Resolution No. 28-06**



**Lake Stevens School District No. 4**

(425) 335-1500 • FAX (425) 335-1549

Educational Service Center

12309 22nd Street N.E. • Lake Stevens, Washington 98258-9500

**RESOLUTION NO. 28-06**

**WHEREAS**, the Lake Stevens School District is required by RCW 36.70 (the Growth Management Act) and the Snohomish County General Policy Plan to adopt a Capital Facilities Plan;

**WHEREAS**, development of the Capital Facilities Plan was carried out by the District in accordance with accepted methodologies and requirements of the Growth Management Act;

**WHEREAS**, impact fee calculations are consistent with methodologies meeting the conditions and tests of RCW 82.02 and Snohomish County Code;

**WHEREAS**, the District finds that the methodologies accurately assess necessary additional capacity which address only growth-related needs;

**WHEREAS**, a draft of the Plan was submitted to Snohomish County for review with changes having been made in accordance with County comments;

**WHEREAS**, the Plan meets the basic requirements of RCW 36.70A and RCW 82.02; and

**WHEREAS**, a review of the Plan was carried out pursuant to RCW 43.21C (the State Environmental Policy Act). A Determination of Non Significance has been issued.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Lake Stevens School District hereby adopts the Capital Facilities Plan for the years 2006-11, pursuant to the requirements of RCW 36.70A and the Snohomish County General Policy Plan. The Snohomish County Council, the City of Lake Stevens, and the City of Marysville are hereby requested to adopt the Plan as an element of their general policy plans and companion ordinances.

**ADOPTED**, by the Board of Directors of the Lake Stevens School District No. 4, Snohomish County, state of Washington, at a regular meeting thereof held this 23rd day of August 2006.

**LAKE STEVENS SCHOOL DISTRICT NO. 4  
BOARD OF DIRECTORS**

*Janine Thompson*  
\_\_\_\_\_  
President  
*Paul A. Madak*  
\_\_\_\_\_  
*Foddy W...*  
\_\_\_\_\_  
*Robert...*  
\_\_\_\_\_

**ATTEST:** *Dennis Burger*  
\_\_\_\_\_  
Superintendent



**APPENDIX F**  
**Snohomish County General Policy Plan, Appendix F**

**APPENDIX F**REVIEW CRITERIA FOR SCHOOL DISTRICT CAPITAL FACILITY PLANS**Required Plan Contents**

1. Future Enrollment Forecasts by Grade Span, including:
  - a 6-year forecast (or more) to support the financing program;
  - \*See Tables 4 and 5; Appendix C
  - a description of the forecasting methodology and justification for its consistency with OFM population forecasts used in the county's comprehensive plan.
    - \*Explanation on 5-2
2. Inventory of Existing Facilities, including:
  - the location and capacity of existing schools;
  - \*See Figure 1 for location; See table 1 for schools, their capacities and grade spans served
  - a description of educational standards and a clearly defined minimum level of service such as classroom size, school size, use of portables, etc.;
  - \*See Section 3 for educational standards; minimum educational service standards are identified on page 3-3;
  - the location and description of all district-owned or leased sites (if any) and properties;
  - \*See Figure 1 for map of school facilities; See table 1 for schools with further description located on page 4-1; land inventory is located on page 4-3.
  - a description of support facilities, such as administrative centers, transportation and maintenance yards and facilities, etc.;
  - \*See page 4-3 for a description of support facilities; also, table 3.
  - and information on portables, including numbers, locations, remaining useful life (as appropriate to educational standards), etc.
  - Relocatable classroom facilities (portables) are identified on page 4-2; see Table 2 for locations and capacities.
3. Forecast of Future Facility Needs, including:
  - identification of new schools and/or school additions needed to address existing deficiencies and to meet demands of projected growth over the next 6 years; and
  - \*See pages 6-2 and 6-3 for schools and school additions;
  - the number of additional portable classrooms needed.
    - \*See pages 6-3 and pages 4-2 and 4-3.
4. Forecast of Future Site Needs, including:
  - the number, size, and general location of needed new school sites.
    - \*See page 6-3
5. Financing Program (6-year minimum Planning Horizon)
  - estimated cost of specific construction and site acquisition and development projects proposed to address growth-related needs;
  - \*See Table 9; see also pages 6-2, 6-8 and 6-9
  - projected schedule for completion of these projects; and
  - \*See Table 9
  - proposed sources of funding, including impact fees (if proposed), local bond issues (both approved and proposed), and state matching funds.
    - \*See Table 9
6. Impact Fee Support Data (where applicable), including:
  - an explanation of the calculation methodology, including description of key variables and their computation;
  - \*See pages 6- 8, 6-9, 6-10; see also appendices A-1 through A-3.
  - definitions and sources of data for all inputs into the fee calculation, indicating that it:
    - a) is accurate and reliable and that any sample data is statistically valid;

\*See appendices B, C and D; see also pages 5-1, 5-2, 5-3, 6-8, 6-9 and 6-10.

## **General Policy Plan**

## **Appendix F**

b) accurately reflects projected costs in the 6-year financing program;

\*See pages 6-2 & 6-3.

c) and a proposed fee schedule that reflects expected student generation rates from, at minimum, the following residential unit types: single-family, multi-family/studio or 1-bedroom, and multi-family/2-bedroom or more.

\*See Tables 12, 13 and 14.

### **Plan Performance Criteria**

1. School facility plans must meet the basic requirements set down in RCW 36.70A (the Growth Management Act). Districts proposing to use impact fees as a part of their financing program must also meet the requirements of RCW 82.02.

2. Where proposed, impact fees must utilize a calculation methodology that meets the conditions and tests of RCW 82.02.

3. Enrollment forecasts should utilize established methods and should produce results which are not inconsistent with the OFM population forecasts used in the county comprehensive plan. Each plan should also demonstrate that it is consistent with the 20-year forecast in the land use element of the county's comprehensive plan.

4. The financing plan should separate projects and portions of projects which add capacity from those which do not, since the latter are generally not appropriate for impact fee funding. The financing plan and/or the impact fee calculation formula must also differentiate between projects or portions of projects which address existing deficiencies (ineligible for impact fees) and those which address future growth-related needs.

\*Table 9 delineates improvements adding student capacity from those that don't. The inclusion of the student generation factor within the formula addresses specifically that growth which is forthcoming from any new housing unit.

5. Plans should use best-available information from recognized sources, such as the U.S. Census or the Puget Sound Regional Council. District-generated data may be used if it is derived through statistically reliable methodologies.

6. Districts which propose the use of impact fees should identify in future plan updates alternative funding sources in the event that impact fees are not available due to action by the state, county or the cities within their district boundaries.

\*See page 6-3 (amended page) relating to General Obligation Bonds.

7. Repealed effective January 2, 2000.

### **Plan Review Procedures**

1. District capital facility plan updates should be submitted to the County Planning and Development Services Department for review prior to formal adoption by the school district.

2. Each school district planning to expand its school capacity must submit to the county an updated capital facilities plan at least every 2 years. Proposed increases in impact fees must be submitted as part of an update to the capital facilities plan, and will be considered no more frequently than once a year.

3. Each school district will be responsible for conducting any required SEPA reviews on its capital facilities plan prior to its adoption, in accordance with state statutes and regulations.

4. School district capital facility plans and plan updates must be submitted no later than 60 calendar days prior to their desired effective date. (For example, if a district requires its updated plan to take effect on January 1, 2007 in

order to meet the minimum updating requirement of item 2. above, it must formally submit that plan no later than October 30, 2006.)

5. District plans and plan updates must include a resolution or motion from the district school board adopting the plan before it will become effective.

**APPENDIX G**  
**Determination of Non-Significance and Environmental Checklist**

WAC 197-11-970 Determination of non-significance (DNS)

DETERMINATION OF NON-SIGNIFICANCE

Lake Stevens School District No. 4  
Capital Facilities Plan

**DESCRIPTION OF PROPOSAL:** The proposed action is the adoption of the Lake Stevens School District No. 4 Capital Facilities Plan, 2006-2011. This Capital Facilities Plan has been developed in accordance with requirements of the State Growth Management Act and is a non-project proposal. It documents how the Lake Stevens School District utilizes its existing educational facilities given current district enrollment configurations and educational program standards, and uses six-year and 19-year enrollment projections to quantify capital facility needs for years 2006-2025.

**PROPONENT:** Lake Stevens School District No. 4

**LOCATION OF PROPOSAL:** Lake Stevens School District No. 4  
Snohomish County, Washington

**LEAD AGENCY:** Lake Stevens School District No. 4

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of an environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under WAC 197-11-340-(2). The lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted to the Responsible Official, Lake Stevens School District, 12309-22<sup>nd</sup> St. N. E., Lake Stevens, Washington 98258-9500 by June 19, 2006.

**RESPONSIBLE OFFICIAL:** Robb Stanton **PHONE:** 425 335-1506

**POSITION/TITLE:** Director of Facilities & Planning

**ADDRESS:** Lake Stevens School District No. 4  
12309-22<sup>nd</sup> St. N. E.  
Lake Stevens, WA 98258-9500

**DATE:** May 28, 2006 **SIGNATURE:** \_\_\_\_\_

**PUBLISH:** The Herald May 31, 2006 & June 6, 2006  
Lake Stevens Journal June 1, 2006 & June 8, 2006

There is no agency appeal.

**LAKE STEVENS SCHOOL DISTRICT NO. 4**  
**ENVIRONMENTAL CHECKLIST FORM**

**Applicant: Lake Stevens School District No. 4**  
**12309 – 22<sup>nd</sup> Street**  
**Lake Stevens, WA 98023**  
**Phone: (425) 335-1502**

LAKE STEVENS SCHOOL DISTRICT NO. 4  
Environmental Checklist Form

**A. BACKGROUND**

**1. Name of proposed project, if applicable:**

Adoption of the Capital Facilities Plan, 2006-2011, for the Lake Stevens School District No. 4

**2. Name of applicant**

Lake Stevens School District No. 4

**3. Address and phone number of applicant and contact person:**

**Owner:**

Lake Stevens School District No. 4  
12309 – 22<sup>nd</sup> Street  
Lake Stevens WA 98023  
Phone: (425) 335-1502  
Robb Stanton, Director of Facilities & Operations

**4. Date checklist prepared:** April 10, 2006

**5. Agency requesting checklist:**

Lake Stevens School District No. 4 - Lead agency for SEPA review.

**6. Proposed timing or schedule (including phasing, if applicable):**

The Capital Facilities Plan, 2006-2011, is prepared in accordance with the State Growth Management Act and is a non-project document. It provides an inventory of district owned facilities, school facilities scheduled for construction within the next six years, current student enrollment, six-year and twenty-year projected student enrollment, and analyzes the implications of the data on facility needs.

The district is using phased review. Project-specific environmental review will be undertaken when identified and future individual projects are initiated.

**7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

The Capital Facilities Plan identifies school construction projects to accommodate unhoused students in the Lake Stevens School District (the District) through the year 2011. The Capital Facilities Plan will be updated at least bi-annually. Changes in actual enrollment and in enrollment projections will be used to recalculate facility needs. As noted above, project-specific environmental review will be undertaken at the time of construction on the identified projects and future projects.

**8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

- Snohomish County Draft General Policy Plan
- Snohomish County Draft General Policy Plan Environmental Impact Statement
- City of Marysville Comprehensive Plan



9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Following adoption of the Capital Facilities Plan, it is anticipated that it will be incorporated into the comprehensive plans for the County of Snohomish, the City of Lake Stevens and the City of Marysville.

10. List any government approvals or permits that will be needed for your proposal, if known.

None.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

This is a non-project action proposed by the Lake Stevens School District. The proposal involves the adoption of the Lake Stevens School District's 2006-2011 Capital Facilities Plan. The Capital Facilities Plan has been developed in accordance with requirements of the State Growth Management Act. It documents how the Lake Stevens School District utilizes its existing educational facilities given current district enrollment configurations and educational program standards. In addition, it uses six-year, eight-year and nineteen-year enrollment projections to quantify capital facility needs for years 2006-2025.

The Lake Stevens School District currently serves 7,637 students (October 1, 2005 headcount). Students are dispersed throughout six elementary schools, two middle schools, one comprehensive high school, one alternative high school, one K-12 alternative program (Home-Link), and 70 portable classrooms. District staff members number approximately 850. This includes 440 certificated and 288 classified full-time equivalent employees.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The Capital Facilities Plan outlines the capital facility needs within the boundaries of the Lake Stevens School District. The Lake Stevens School District is located six miles east of downtown Everett and encompasses all of the City of Lake Stevens as well as portions of the City of Marysville and unincorporated Snohomish County. The District is located south of the Marysville School District and north of the Snohomish School District.

The adoption of the plan will not directly result in any individual projects. Future projects will undergo individual SEPA review at time of construction. Therefore, the questions in Section B are not applicable at this time but will be at the time individual projects are initiated.

#### TO BE COMPLETED BY APPLICANT

#### B. ENVIRONMENTAL ELEMENTS

##### 1. EARTH

- A. General description of the site (underline one): Flat, rolling, hill, steep slopes, mountainous, other.

The Lake Stevens School District is comprised of a variety of topographic features and landforms. Specific topographic and landform characteristics of the sites of proposed individual projects included in the Capital Facilities Plan would be described during project-level environmental review.

**b. What is the steepest slope on the site (approximate percent slope)?**

Specific slope characteristics at the sites of the proposed individual projects included in the Capital Facilities Plan will be identified during project-level environmental review.

**c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

Specific soil types and their characteristics at the sites of the proposed individual projects included in the CFP will be identified during project-level environmental review.

**d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

Unstable soils may exist within the Lake Stevens School District. Specific soils types and properties will be analyzed on the sites of proposed individual projects included in the Capital Facilities Plan at the time of project-level environmental review.

**e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

Individual projects included in the CFP will be subject to local jurisdictional project approval and environmental review at the time of application. Proposed grading activities as well as quantity, type, source and purpose of such activities will be addressed at that time. Adoption of the Capital Facilities Plan will not cause any significant adverse unavoidable impact. It is not anticipated that any project described in the CFP will cause any significant adverse unavoidable impact.

**f. Could erosion occur as a result of clearing, construction or use? If so, generally describe.**

It is not anticipated that any project described in the Capital Facilities Plan will cause any significant adverse unavoidable impact. Potential erosion impacts will be addressed on a site-specific basis during project-level environmental review.

**g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

Renovations and new school facilities proposed in the Capital Facilities Plan will result in the increase of impervious surfaces. The amount of impervious surface constructed will vary by individual project. Each individual project will be subject to project-level environmental review as well as a local project review process. Adoption of the Capital Facilities Plan will not cause any significant adverse unavoidable impact.

**h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

Erosion control and reduction measures will be determined during project-level environmental review and the requirements of the permitting jurisdiction.

**2. AIR**

- a. **What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

Various air emissions may result from projects identified in the Capital Facilities Plan. Most of the emissions would be temporary, construction related. The air quality impacts of specific projects will be evaluated during project-level environmental review.

- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Any off-site sources of emissions or odor(s) that may affect individual projects identified within the Capital Facilities Plan will be addressed during project-level environmental review. Adoption of the CFP is not anticipated to cause any significant adverse unavoidable impact.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

Individual projects identified in the Capital Facilities Plan will be subject to site-specific environmental review and subject to individual jurisdiction project review. The District will be required to comply with all applicable clean air regulations and permit requirements. Proposed air quality measures specific to individual projects will be identified during project-level environmental review. Adoption of the Capital Facilities Plan will not cause any significant adverse unavoidable impact.

### 3. WATER

#### a. Surface Water

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The Lake Stevens School District is characterized by a variety of surface water bodies. The individual water bodies that are in close proximity to proposed projects included in the Capital Facilities Plan will be identified during project-level environmental review. When necessary, detailed studies of surface water regimes and flow patterns will be conducted and the findings of the studies incorporated into the site designs of the individual projects. Adoption of the Capital Facilities Plan will not cause any significant adverse unavoidable impact.

- 2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Projects proposed within the Capital Facilities Plan may require work within 200 feet of the surface waters located in the Lake Stevens School District. All applicable project-specific approval requirements will be satisfied.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Specific information relating to quantities and placement of fill or dredge material resulting from proposed projects within the Capital Facilities Plan will be provided during project-specific environmental review. All applicable local regulations regarding quantity and placement of dredge and fill material will be satisfied for each individual project. All projects will be subject to local project review processes.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

Any surface water withdrawals or diversions made in connection with the proposed projects outlined in the Capital Facilities Plan will be addressed during project-specific environmental review. Adoption of the CFP will not cause any significant adverse unavoidable impact.

- 5) **Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.**

If any of the projects proposed in the Capital Facilities Plan are located in a floodplain area, they will be required to meet all applicable regulations addressing flood hazard areas through project-specific environmental review. Adoption of the CFP will not cause any significant adverse unavoidable impact.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Waste material disposal methods required for specific projects identified within the Capital Facilities Plan will be addressed during project-level environmental review. Adoption of the CFP will not cause any significant adverse unavoidable impact.

**b. Ground**

- 1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

Individual projects identified within the Capital Facilities Plan may withdraw or discharge to groundwater resources. Any potential impacts on groundwater resources will be identified during project-specific environmental review. Each project is subject to the permitting jurisdiction's regulations regarding groundwater resources and will be complaint with such regulations.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage, industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

Discharge of waste material associated with any proposed individual projects identified in the Capital Facilities Plan will be addressed during project-specific environmental review.

**c. Water Runoff (including storm water)**

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Individual projects included in the Capital Facilities Plan may have various affects on storm water runoff quantities and rates. Any such affects will be identified during project-specific environmental review. All proposed projects will be subject to storm water regulations and will be complaint as such.

2. **Could waste materials enter ground or surface waters? If so, generally describe.**

The impacts of specific projects identified in the Capital Facilities Plan on potential ground or surface water discharges will be addressed during project-specific environmental review. Each project will be subject to all applicable regulations regarding discharges to ground or surface water.

**d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

Proposed measures to reduce or control surface runoff attributable to the individual projects identified in the Capital Facilities Plan will be addressed during project-specific environmental review.

**4. PLANTS**

**a. Check or underline types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation: domestic vegetation

A variety of plant communities exist within the Lake Stevens School District. Vegetation types located at specific project sites included in the Capital Facilities Plan will be identified during project-specific environmental review. Any wet soil plants will be determined and mitigated at the project-specific level.

**b. What kind and amount of vegetation will be removed or altered?**

Some projects identified in the Capital Facilities Plan may require removal or alteration of vegetation. Specific impacts to vegetation on the sites of individual projects will be identified during project-specific environmental analysis.

**c. List threatened or endangered species known to be on or near the site, if any:**

Any specific impacts to threatened or endangered species by any of the proposed projects in the Capital Facilities Plan will be identified during project-specific environmental analysis. Proposed projects will be compliant with all local regulations regarding threatened and endangered species.

**d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

Proposed landscaping and other measures to preserve or enhance vegetation on sites identified within the Capital Facilities Plan will be identified during project-specific environmental review. All projects will be subject to local jurisdiction project review and the landscaping requirements implied therein.

**5. ANIMALS**

**a. Underline any birds and animals which have been observed on or near the site or are known to be on or near the site:**

Birds: hawk, heron, eagle, songbirds, other  
 Mammals: deer, bear, elk, beaver, other  
 Fish: bass, salmon, trout, herring, shellfish, other

A wide variety of wildlife exists within the Lake Stevens School District boundaries. A complete inventory of animals observed on the proposed sites identified in the Capital Facilities Plan will be conducted during project-level environmental review.

**b. List any threatened or endangered species known to be on or near the site.**

The specific impacts to threatened or endangered species by any of the proposed projects in the Capital Facilities Plan will be identified during project-level environmental review. The proposed projects will be compliant with all regulations regarding threatened and endangered species.

**c. Is the site part of a migration route? If so, explain.**

Impacts on migration routes by any proposed project identified in the Capital Facilities Plan will be identified during project-level environmental review.

**d. Proposed measures to preserve or enhance wildlife, if any:**

Measures to preserve or enhance wildlife will be identified and determined during project-level environmental analysis.

**6. ENERGY AND NATURAL RESOURCES**

**a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

The State Board of Education requires a life cycle cost analysis be conducted for all heating, lighting and insulation systems prior to permitting of specific school projects. The identification of project energy needs will be done during project-specific environmental review.

**b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

Any impact of proposed projects identified in the Capital Facilities Plan on the use of solar energy by adjacent properties will be identified during project-specific environmental review.

**c. What kinds of energy conservation features are included in the plans of this proposal? List of other proposed measures to reduce or control energy impacts, if any:**

Projects included in the Capital Facilities Plan will be required to complete a life cycle cost analysis. Other conservation measures will be identified during project-specific environmental review.

**7. ENVIRONMENTAL HEALTH**

**a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, which could occur as a result of this proposal? If so, describe.**

**1) Describe special emergency services that might be required.**

Special emergency services will be identified during project-specific environmental review.

**2) Proposed measures to reduce or control environmental health hazards, if any:**

Safety procedures and programs are part of the District's emergency programs for both existing and proposed school facilities. Projects identified in the Capital Facilities Plan will comply with all applicable

codes, regulations and rules. Individual projects will be subject to environmental review and the local project approval process.

**b. Noise**

**1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, aircraft, other)?**

Various noise sources exist within the Lake Stevens School District boundaries. The specific noise sources that may affect individual projects identified in the Capital Facilities Plan will be identified during project-specific environmental review.

**2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Short-term noise impacts associated with construction will exist for future projects identified in the Capital Facilities Plan. Long-term noise impacts associated with individual projects identified in the Plan will be identified through project-specific environmental review.

**3) Proposed measures to reduce or control noise impacts, if any:**

Mitigation measures to reduce or control project-generated noise impacts will be analyzed during project-specific environmental review. All projects will be subject to all applicable regulations regarding noise and will be compliant as such.

**8. LAND AND SHORELINE USE**

**a. What is the current use of the site and adjacent properties?**

There are various land uses throughout Lake Stevens School District. Specific land use designations that apply to individual sites identified in the Capital Facilities Plan will be identified during project-specific environmental review.

**b. Has the site been used for agriculture? If so, describe.**

Existing school sites have not recently been used for agriculture. A historical review will be conducted for proposed sites in conjunction with project-specific environmental review.

**c. Describe any structures on the site.**

A brief description of existing school facilities is included in the Capital Facilities Plan. Proposed structures, located on the proposed sites, will be described in detail during the project-specific environmental review.

**d. Will any structures be demolished? If so, what?**

The remodeling and renovation of school structures may involve demolition of existing structures. Any potential demolition will be reviewed for hazardous material removal. Any demolition of structures will be identified during project-specific environmental review.

**e. What is the current zoning classification of the site?**

Projects in the Lake Stevens School District are and will be located in various zoning classifications under applicable local zoning codes. Current zoning classifications, at the time of project application, will be identified during project-specific environmental review.

**f. What is the current comprehensive plan designation of the site?**

Projects included in the Capital Facilities Plan are located within various comprehensive plan designations. Then-current comprehensive plan designations will be identified at the time of project-specific environmental review.

**g. If applicable, what is the current shoreline master program designation of the site?**

Shoreline master program designations of the proposed project sites identified in the Capital Facilities Plan will be identified during project-specific environmental review.

**h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

Any environmentally sensitive areas located on District project sites will be identified during the project-specific environmental review.

**i. Approximately how many people would reside or work in the completed project?**

The Lake Stevens School District currently serves 7,637 students (October 1, 2005 headcount) in five elementary schools, two middle schools and one comprehensive high school. The District currently employs a staff of 850. This includes 440 certificated and 288 classified full-time equivalent staff members.

**j. Approximately how many people would the completed project displace?**

Any displacement of people caused by projects identified in the Capital Facilities Plan will be identified during project-specific environmental review.

**k. Proposed measures to avoid or reduce displacement impacts, if any:**

Projects included in the Capital Facilities Plan will be subject to project-specific environmental review and local approval, when appropriate. Proposed mitigating measures will be identified at that time.

**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

The compatibility of the specific projects included in the Capital Facilities Plan with existing uses and plans will be assessed as part of the comprehensive planning process and during project-specific environmental review, when appropriate.

**9. HOUSING**

**a. Approximately how many units would be provided, if any?**

N/A

**b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**



The impacts of projects identified in the Capital Facilities Plan on existing housing units will be identified at the time of project-specific environmental analysis.

**c. Proposed measures to reduce or control housing impacts, if any:**

Measures to reduce or control any housing impacts caused by the projects included in the Capital Facilities Plan will be addressed during project-specific environmental review.

**10. AESTHETICS**

**a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

The design elements of the projects identified in the Capital Facilities Plan will be addressed during project-specific environmental review.

**b. What views in the immediate vicinity would be altered or obstructed?**

The aesthetic impacts of the projects identified in the Capital Facilities Plan will be identified during project-specific environmental review.

**c. Proposed measures to reduce or control aesthetic impacts, if any:**

Appropriate measures to reduce or control the aesthetic impacts of the projects identified in the Capital Facilities Plan will be identified on a project-specific basis. Jurisdictional design requirements will be satisfied during project review.

**11. LIGHT AND GLARE**

**a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Light or glare impacts of projects identified in the Capital Facilities Plan will be identified during project-specific environmental review.

**b. Could light or glare from the finished project be a safety hazard or interfere with views?**

Light or glare impacts of projects identified in the Capital Facilities Plan will be identified during project-specific environmental review, when appropriate.

**c. What existing off-site sources of light or glare may affect your proposal?**

Off-site sources (such as land use generators and traffic) of light or glare that may affect projects identified in the Capital Facilities Plan will be identified during project-specific environmental review, when appropriate.

**d. Proposed measures to reduce or control light and glare impacts, if any:**

Proposed measures to reduce or control light and glare impacts will be identified during project-specific environmental review.

**12. RECREATION**

**a. What designated and informal recreational opportunities are in the immediate vicinity?**

There are numerous formal and informal recreational facilities within the Lake Stevens School District boundaries. These include facilities both on and in the vicinity of District facilities. Recreational opportunities exist after school hours at the various schools in the District.

**b. Would the proposed project displace any existing recreational uses? If so, describe.**

The recreational impacts of the projects identified in the Capital Facilities Plan will be addressed during project-specific environmental review. The projects proposed in the CFP, once completed, may enhance recreational opportunities and uses that exist on school sites.

**c. Proposed measures to reduce or control impacts on recreation, including opportunities to be provided by the project or applicant, if any:**

Recreational impacts of the projects identified in the Capital Facilities Plan will be subject to mitigation during project-specific environmental review. School sites provide opportunities for public use throughout the District's boundaries.

### 13. HISTORIC AND CULTURAL PRESERVATION

**a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

Existence of historic and cultural resources on or next to the proposed sites identified in the Capital Facilities Plan will be identified in more detail during project-specific environmental review.

**b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site?**

An inventory of historical sites at or near the sites of the projects included in the Capital Facilities Plan has been or will be developed during project-specific environmental review.

**c. Proposed measures to reduce or control impacts, if any:**

If any landmarks or evidence of historic, archaeological, scientific, or cultural importance is discovered during project-specific review, the State Historic Preservation Officer will be contacted.

### 14. TRANSPORTATION

**a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The impact on public streets and highways of individual projects identified in the Capital Facilities Plan will be identified during project-specific environmental review.

**b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

The relationship between specific projects identified in the Capital Facilities Plan and public transit will be identified during project-specific environmental review. The District does provide school bus service to its facilities, and the need for service will be evaluated during project-specific environmental review.

**c. How many parking spaces would the completed project have? How many would the project eliminate?**

An inventory of parking spaces located at the sites of the projects identified in the Capital Facilities Plan, and the impacts of specific projects on parking availability, will be conducted during project-specific environmental review.

**d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

The need for new streets, roads or improvements to existing streets and roads will be addressed during project-specific environmental review.

**e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

Use of water, rail or air transportation will be addressed during project-specific environmental review, when appropriate.

**f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The traffic impacts of the projects identified in the Capital Facilities Plan will be addressed during project-specific environmental review.

**g. Proposed measures to reduce or control transportation impacts, if any:**

Mitigation of traffic impacts associated with the projects identified in the Capital Facilities Plan will be addressed during project-specific environmental review. Identified mitigation will be consistent with the permitting jurisdiction requirements for transportation and concurrency.

## 15. PUBLIC SERVICES

**a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe:**

The District does not anticipate that the projects identified in the Capital Facilities Plan will substantially increase the need for public services. Actual needs will be evaluated at project-specific environmental review.

**b. Proposed measures to reduce or control direct impacts on public services, if any.**

New school facilities will be built with automatic security systems, fire alarms, smoke alarms, heat sensors and sprinkler systems. Other measures to reduce or control impacts to public services will be identified at the project-specific level of environmental review.

## 16. UTILITIES

**a. Underline utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other**

The types of utilities available at specific project sites identified in the Capital Facilities Plan will be addressed during project-specific environmental review.

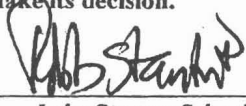
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity that might be needed.

Utility revisions and construction will be identified during project-specific environmental review, when appropriate.

**C. SIGNATURE**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_



Lake Stevens School District No. 4

Date submitted: May 1, 2006

**D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS**

(Do not use this sheet for project actions.)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

**1. How would the proposal be likely to increase discharge to water, emissions to air, production, storage, or release of toxic or hazardous substances; or production of noise?**

The adoption of the Capital Facilities Plan, 2006-2011, will not result in an increase in discharges to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. The construction of a new school or the alteration of existing school sites proposed in the plan could increase impervious surfaces, resulting in an increase in storm water runoff. Activities and traffic resulting from school construction and school operations could produce air emissions and noise.

**Proposed measures to avoid or reduce such increases are:**

The implementation of storm water runoff controls and the use of site buffering to minimize noise impacts could be utilized as appropriate. Site-specific measures will be proposed at time of construction as project impacts are identified.

**2. How would the proposal be likely to affect plants, animals, fish or marine life?**

As specific projects identified in the plan are constructed, additional impervious surfaces are likely to result. These are not anticipated to have any significant adverse effect on plants, animals, fish or marine life.

**Proposed measures to project or conserve plants, animals, fish or marine life are:**

Specific measures to protect or conserve plants, animals, fish or marine life will be proposed at the time of construction as specific project impacts are identified.

**3. How would the proposal be likely to deplete energy or natural resources?**

The construction and operation of specific projects identified in the Capital Facilities Plan will require the use of energy and natural resources.

**Proposed measures to protect or conserve energy and natural resources are:**

At time of construction, individual buildings will be designed to meet applicable energy standards.

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands?**

Some undeveloped sites currently owned by the district contain wetlands that could be impacted by development.

**Proposed measures to protect such resources or to avoid or reduce impacts are:**

As specific projects are undertaken, environmentally sensitive areas will be protected through the SEPA review process. The district will avoid, protect, or attempt to mitigate damage to environmentally sensitive areas.

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

Specific projects identified in the Capital Facilities Plan are intended to be compatible with comprehensive plans, current zoning classifications, and land use designations of district-owned properties. Future development of Lake Stevens School District properties is not anticipated to affect shoreline use.

**Proposed measures to avoid or reduce shoreline and land use impacts are:**

It is not anticipated that future development of Lake Stevens School District properties will affect shoreline use.

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The construction of future school facilities identified in the plan would likely create additional demands on transportation, public services, and utilities.

**Proposed measures to reduce or respond to such demand(s) are:**

Specific measures to address increased demands will be identified as specific projects are proposed for construction.

**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

Neither the Capital Facilities Plan nor any future construction projects identified in the plan will conflict with local, state, or federal laws or requirements for the protection of the environment.

Prior to initiating any future school construction projects, the district will provide a site/project DNS for the specific construction activity.



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

## IMPACT FEES

In accordance with Title 18 MMC, the following impact fees are to be paid, per unit, for all new construction:

### PARKS (Title 18A MMC)

Single-family	\$1,115.00
Multi-family	\$787.00

### TRAFFIC (Title 18B MMC)

		Effective 1/1/06
Single-family (per unit)	\$2,500.00	\$3,175.00
Duplex (per unit)	\$1,825.00	\$2,317.75
Multi-family (per unit)	\$1,550.00	\$1,968.50
Commercial (per PM PHT)	\$1,300.00	N/A

### SCHOOLS (Title 18C MMC)

#### Marysville School District (Ordinance No. 2605, effective 12/5/05)

Single-family	\$7,955.00
Multi-family (studio or one bedroom unit)	exempt
Multi-family (two or more bedroom unit)	\$5,777.00

#### Lake Stevens School District

Single-family	\$5,572.00
Multi-family (studio or one bedroom unit)	exempt
Multi-family (two or more bedroom unit)	\$2,135.00

#### Lakewood School District

Single-family	\$783.00
Multi-family (studio or one bedroom unit)	exempt
Multi-family (two or more bedroom unit)	\$1,810.00

### NOTE:

*A duplex is considered two (2) units. Therefore, the mitigation fee(s) listed above shall be multiplied by two (2).*

*A multi-family unit is considered a building containing three (3) or more dwelling units, or units when above a ground floor commercial use. The term includes triplexes, four-plexes, apartments, condominiums and the like. It does not include boarding houses, motels or hotels.*



**Park Advisory Board Meeting**

January 17, 2007 ~ 7 PM

Marysville Public Library

**Park Advisory Board Members Present:**

Mike Elmore, Chairman

Brooke Hougan

Andy Delegans

John Myers

Dorothy Stanton

**Parks and Recreation Staff Present:**

Jim Ballew, Director of Parks and Recreation

Mike Robinson, Park Maintenance Manager

Carmen Rasmussen, City Council Representative

**Call To Order/Pledge of Allegiance:**

Chairman Mike Elmore called the meeting to order at 7:00 p.m., followed by the Pledge of Allegiance.

**Minutes of Previous Meeting:**

**MOTION** by John Myers; seconded by Andy Delegans to approve the November 2006 Minutes as written.

Minutes approved.

Parks and Recreation Director Jim Ballew requested to move the #2 Item under New Business to the front of the Agenda, as our presentation is from Langley British Columbia and will be driving back this evening

Mike Robinson introduced John Jensen, President and CEO of Wishbone Industries and Site Furnishings and thanked him for driving the wintry roads to introduce their product to our Park Advisory Board. Mike summarized that John visited Jennings Park a few years ago to introduce their outdoor furnishings and he had the opportunity to talk with John again at the NRPA Congress Expo. Mike was impressed with their product and asked him to demonstrate the product for our Board.

John Jensen offered background on Wishbone Industries as being in the site furnishings business for about seven years. Their goal was to produce site furnishings with recycled plastics content. They developed their product that incorporates recycled plastics in as much of the structure as they possibly could. Tonight's presentation is a small sample of the items they produce.

John explained that recycled plastics for their outdoor furnishings are produced from 100% post consumer and industrial products, with 80% coming from recycled pop bottles and/or milk jugs. The balance comes from other waste plastics blended. After years of extensive experimenting they developed the combination of a variety of plastics which gave them the consistency that works.

Another product Wishbone Industries produces is bollards which come in a variety of sizes. The bollards are also made from recycled plastics; however this product is produced from recycled automobiles with the glass and metal taken out.

Their third product is plastic sheeting which many municipalities utilize for sign backing, or anywhere plywood is used in the environment. This product is made from the factory cuttings of diapers with the absorbency removed.



He explained that even though recycled plastic looks like lumber and has some of the dimensions of lumber; it is not lumber. It has its own characteristics, which expand and contract. Wishbone allows for expansion and contraction when they build all their site furnishings by incorporating gaps in their design which allows the material to move as it expands and contracts. In addition recycled plastics are not structural and therefore a complete metal frame supports the plastic lumber.

The initial cost of a recycled plastic bench is higher due to the metal supports, however in the long term they are stronger and the plastic lumber is cheaper to replace than traditional wood benches. In addition, because the boards are not wood they do not cup. Traditional wood boards require more fasteners to stop the material from cupping. With their material it just needs to be held in place with one fastener in the center, which allows ease of flipping the boards in case of vandalism.

Jim Ballew asked John to talk about his recommendations on vandalism and/or graffiti.

John explained that over time they have found and recommend a black metal frame, as it is easy to cover with a coat of paint in cases of vandalism/carving. Their bench frame is made of aluminum as opposed to steel so in cases of vandalism the frame does not rust. As for graffiti, the plastic lumber is not porous and the graffiti does not seep into the material, making removal easier. Wishbone Industries is also working on a graffiti removal product which is designed specifically for their plastics. At this time most graffiti removers will work, but when the graffiti is removed it can take some of the pigment out of the plastic. The remover they are developing will seep in between the graffiti and plastic material to separate them. This non-toxic graffiti remover product should be available in about a month.

Jim asked about sanding carving off this product.

John noted that the reason vandals engrave is to see something, and because the material is color fast or color through the material, all they see is the same color down below it. You can fill-in the carving and using an iron or heat gun, melt plastic back on the spot.

Mike Robinson asked John to talk about Wishbones' Legacy Program.

John noted that they offer a Legacy Program along with the purchase of their bench. Wishbone will order and professionally flush mount install the plaque with the specified inscription. When the bench arrives in Marysville it will be ready to install. He suggested Marysville set guide lines for the plaque verbiage, as to the plaque size, number of lines for verbiage and how many characters and spaces per line. Wishbone recommends the bronze plaque with raised bronze lettering and a black accent background. They also recommend the bronze over etchings, as the bronze has a quality look and is easier to maintain, while etchings tend to fade over time in the sun.

Board Member John Myers asked about product warranty.

John Jansen said the plastic lumber comes with a ten year warranty, and if there is an issue with a bench they will stand behind them. He added that they have never had a claim, as issues with the benches are not an issue of workmanship; it is generally something similar to being driven over with a car.

John Myers asked how this product compares to similar products such as Trex.

John Jansen pointed out that Trex is made of 60% wood and 40% plastic and developed mainly as a decking product to handle some of the maintenance issues of wood. Also, the more wood in a product the more bacteria it will support. The Wishbone products are made of plastic and plastic does not support bacteria. You merely wash and hose the bacteria off their products.

Other Wishbone products John had on display included a molded stackable garbage can, a wrap for 45 gal drums (their #1 seller) and a bicycle stand.

Jim Ballew stated that he and Mike Robinson both like this product and wish to develop a standard for Memorial Benches that the City can use for many years; a quality memorial bench that will also be a focal point in the City. Jim reviewed that the narrower bench on display could be utilized on the back of a sidewalk while the larger bench would work well installed on a concrete slab in a park. Jim invited the Board to examine and sit on the benches, along with the other products on display.

#### Discussion

Jim stated that no decisions will be made at tonight's meeting. He wanted the Board to see the benches and hopefully have pricing and further information by the next Board Meeting.

#### **CURRENT BUSINESS:**

##### **1. Merrysville for the Holidays Review**

Jim Ballew reviewed that he has heard only positive comments about the 2006 event. He had lunch with two Home Street Bank Officers and they are interested in being sponsors for the 2007 festival and have an entry in the Electric Light Parade.

Council Representative Carmen Rasmussen asked if staging the parade at City Hall worked better logistically.

Jim told her it worked great. He added that the conclusion of the parade at the State Farm building also worked very well. He hopes the next occupants of the State Farm building will continue to allow us to end the parade there in the future.

##### **2. Whiskey Ridge Comments**

Jim Ballew reviewed that the City is looking at a potential population increase of approximately 9,000 people with the Whiskey Ridge and Sunnyside Annexations.

Jim distributed copies of his Annexation Impact Comments which he has forwarded to Community Development requesting our Planning Department focus on a Jennings Park style of environment, as there is one area which is lake like.

The proposed trails are great. The extensions of 40th Street, the connectivity of Deering Wildflower Acres, the Whiskey Ridge/Baby Ridge Trail, can all be sensational if accomplished.

Carmen asked if there is a proposal to make Deering Wildflower Acres more accessible.

Jim acknowledged that Deering is not well known as it is a very restricted environment. It is only open during specific hours and days. The intent of the Trustees who gave the property to the City was for the City to maintain it with the purpose as a sanctuary. The City can do a lot along those lines, but when using public funds to maintain it, we need to make it more available to the public. Another aspect that needs consideration is the limited parking. The City has retained a Land Use Consultant to help tie up all the acquisitions and easements that are needed to put a trail in. Jim has asked them to also look at two parcels in the Deering Wildflower neighborhood which we could acquire for a parking lot across the street and still have conductivity with Deering and what is proposed through the annexation.

Jim asked the Board to review the information and forward him any comments they would like submitted to the Planning Commission as soon as possible.

**NEW BUSINESS:****1. Draft Off-Leash Park Design**

Jim reviewed that Kiwanis Park is located on 40th Avenue and East of Sunnyside Nursery. It is a 5-acre linear tract that has an asphalt path, with the balance of the property being native vegetation and some hydro seed.

Jim talked with Marysville Kiwanis and they are very interested in the use of the Park as an Off-Leash Dog Park. Jim also spoke with Marysville School District Officials, the maintenance and the facility design teams and they recommend the gate that separates the park from the Sunnyside Elementary Field have a sign stating dogs are not allowed on School District property unless they are on a leash, and hours for public access are after school hours only.

Brooke asked if there is the possibility of a dog running into the school play ground during the school day.

Jim said that would not be a possibility as the gate would be a spring loaded gate and possibly a double gate.

Jim distributed and reviewed a draft drawing he prepared of the potential off leash park and pointed out: a 15' utility easement between the park and the rear lots of new homes, a parking area, a two stage entry system, site for sani-can, information kiosk, drinking fountain, black 4' high vinyl fencing, area of cattle style 2x4 fencing, rock formations and culverts for play, and tables and benches for dog owners to rest and socialize. In the middle of the park we could have another pen that ties into another fence line that would intersect the property, allowing us to rest an area or designate large and small dog areas. The West side, which is sloped, could be a run area site.

Jim has learned that in the Pacific Northwest we should not expect success in trying to raise grass in this type of environment. He is therefore looking at soft gravels, bark, hog fuel, play chips and existing vegetation on site.

Next week Jim Ballew, Carmen Rasmussen, Mike Robinson and Maryke Burgess are going to tour a few fairly successful Dog Parks of comparable type, size and use. They will take photos for the Board to see what is being offered.

The next step would be to put numbers on the project, decide if the site is functionally appropriate to be dedicated as an off-leash dog park and decide if the Board wants to go forward with a recommendation to the Mayor and City Council for use of Kiwanis Park as an Off-Leash Dog Park. Jim would recommend holding Public Hearings to talk to the neighborhood to inform them of our intentions and the School District for their official response. In addition, being a specialized park, it may require a Special Use Permit.

**2. Graffiti Committee Information**

Jim referred to copies he distributed of the Graffiti Draft Ordinance, which is the result of several months of work by a task force and City Council. The Ordinance is scheduled to be heard at the first City Council Meeting in February. If Council passes the Ordinance, it will have an impact on everyone, giving them the responsibility of removing graffiti. Jim is also recommending a Prevention component: A sub-committee evolving out of the original group feels we can't just paint over it and hope it will go away. They believe we need to deal with efforts to curb the activity and identify alternatives, such as reward systems and public education as to what graffiti costs the City.

Jim advised those who would like to be a part of the sub-committee that the next meeting is at 9:30 am on January 25<sup>th</sup> in the Marysville Public Safety Building Fire Training Room and they will meet monthly after that. They will take a leadership role in dealing with our youth to inform them of the impacts of graffiti.

Carmen asked if this is the Prevention Sub-Committee, which is a sub group of the Graffiti Task Force and if there are any Council Members in the group.

Jim confirmed that it is a sub-group of the Graffiti Task Force and Jeff Vaughan may be interested.

Carmen said she would like to participate if Jeff can't, as it ties in with the Youth Council she is also interested in.

### 3. Sand Blasters, Inc. Request

Jim distributed a flyer and request he recently received from a group who would like to stage a "Hot Rod Show" at Ebey Waterfront Park on Sunday, April 29, 2007. They are proposing to stage cars and receive donations that will go to the Gayle Jubie Memorial Fund and Food Bank.

Jim believes this could be a great opportunity, however the Waterfront Park is a unique facility and he has concerns about opening the door for these types of events that require closures year round. The show could be staged in an area of the parking lot that would allow us to keep the park open and accessible to the general public, and avoid issues with boaters. In addition, opening day of fishing season will have passed and the car show is proposed for a Sunday. The group would like to start their antique hot rod for about 30 seconds and quickly shut it down as it is very loud. They would be required to complete the necessary applications, pay the typical rental fees and provide the appropriate insurance information.

Dorothy Stanton asked if the event would interfere with the boat ramps or boaters parking.

Jim responded that the group estimates they will have approximately 30 vehicles and 100 guests in attendance.

Jim asked the Board if they feel this is an appropriate use of the facility.

Carmen asked if most of the visitors are coming from out of town or from Marysville.

Jim feels they will be from out of town as well as Marysville, which is a benefit to the City.

Jim had proposed Comeford Park for the event, but the group liked the exposure they would receive from I-5, which would be more donations.

Andy asked if there will be sufficient parking for the exhibitors, visitors to the event and boaters.

Jim said parking is available, but limited. He will require additional signage that will prompt them to park on First Street or the mall, if parking is full. But he doesn't believe the event will have that type of activity.

Jim asked the Board to either approve or disapprove the use of Ebey Waterfront Park for this Special Event.

**MOTION** by John Myers; seconded by Andy Delegans to approve the request.

**MOTION** passed unanimously.

### 4. Gateways Master Plan

Jim Ballew distributed copies of the Gateway Master Plan to the Park Board.

Mike Elmore also circulated the color version for the Board to view. After being on a number of committees, Mike is very impressed with this Consultants final product.

Jim stated that City Council will receive a presentation of the document at the Council Meeting on Monday. Jim and Mike were both members of the Gateway Committee and saw some great ideas come to fruition.

In review, Jim noted that the document itself recognizes that we have an opportunity to create a theme of signage and directional input within our community. There is no money proposed for the project, but there are some figures attached for putting it together. Park Board will be very involved in the project in terms of installation, construction and landscape. The Consultants were asked to give us a theme and prioritized landscape schedule, which will be a part of our Streetscape Plan. Board Members interested in seeing the presentation at Monday nights Council Meeting are invited to attend.

Jim would like to hear the Boards comments on the Gateway Master Plan.

#### **STAFF REPORTS:**

##### **Jim Ballew**

- Jim and Athletic Coordinator Dave Hall recently met with Marysville Youth Soccer Club, who has been our partner for the Youth Spring Soccer Program. They are asking us to contribute more for the use of their soccer facility and contribute more funds. They also learned that Marysville Youth Soccer Club is merging with the Lake Stevens Soccer Club and there is a chance that our Spring Soccer Program may be a victim to some degree. In addition, the State is requiring that every club employ their officials, which would mean our teens who referee as volunteers would have to be employees. The City traditionally does not hire anyone under the age of 16 and in addition doors would open for unemployment when their not refereeing.
- Both sessions of the Father Daughter Valentine Dance have sold out.

##### **Mike Robinson**

- Parks Maintenance Staff has done a great job picking up and cleaning up parks after the storms. Fortunately they combined the many down branches from the storms with the Christmas Tree Recycling. This has generated an enormous pile of mulch that the boy scouts will help spread on trails.
- The REI Grant Project will take place on February 24th in Jennings Park. We have over 100 volunteers to help plant native plants and trees where the noxious weeds were taken out. It should be a fun event.

#### **BOARD MEMBERS:**

##### **John Myers**

- Has there been any progress on the security camera for the skate park?

Jim and Mike met with a vendor last week to get pricing on security cameras at the Library, Jennings Park and the Skate Park. Jim is expecting a proposal any day. The vendor doesn't feel the numbers for the Skate Park will change much and installation could be completed very quickly. They also feel one quality camera mounted on the Parks Admin Building could cover the entire Jennings parking lot. They will also give us a quote on equipment that can take a photograph of everyone that enters and leaves the Jennings Parking Lot. You would get a license plate number and a face.

John Myers asked how long the images would remain.

Jim told him it will be a DVR drive or hard drive and we can spec out how long we want to store images. It is constantly recording and triggered with activity. Even with the low light at the skate park, it would be enough light to give us a color rendering at dark.

Jim pointed out and thanked Carmen Rasmussen who requested at City Council that the Library and Jennings Park be considered for security cameras as well.

Jim estimated the cost for security cameras at Jennings and the Skate Park will be in the range of \$5,000 to \$6,000.

**MOTION** by John Myers, seconded by Dorothy Stanton to adjourn tonight's meeting at 8:32 PM.