



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

7 October 2022

Kechien Yang & Jennifer Hsiao  
800 116<sup>th</sup> Ave SE  
Lake Stevens, WA 98258

Re: Hsiao Short Plat – *Technical Review 1*  
SP22-004

Dear Ms. Hsiao & Mr. Kechien Yang,

The Planning Department has conducted an initial review of your short plat application, located at XXX 81<sup>st</sup> PI NE (APNs 005500600001200, 00550600001300, & 30052100314700), and has the following comments:

1. Provide File No. SP22004 on all future short plat, civil and landscape plan submittals.
2. The Preliminary Drainage Report, prepared by Omega Engineering, states that duplex lots. Duplex lots are proposed within the short plat. Duplex lots have not been proposed and the Final Drainage Report shall be updated accordingly.
3. The Preliminary Short Plat Map and Preliminary Civil Plans shall be amended as follows:
  - a. The Preliminary Short Plat Map is rather busy. Suggest adding a Sheet 2 to include existing conditions and turning off the existing conditions layers on Sheet 1.
  - b. Incorporate the section of Lot 4 to the west of the access tract into Lot 3.
  - c. Separate the access easement into an access tract and amend all Lot SF and provide Tract SF.
  - d. Provide new net density calculations after deducting the access tract. Additionally, density allowance shall be shown, as follows:

GROSS SITE AREA:	1.14-ACRES (49,852 SF)
LESS TRACT ?:	?-ACRES (? SF)
NET PROJECT AREA:	?-ACRES (?SF)
NET DENSITY:	?ACRES X 6.5 DU/ACRE = ? UNITS ALLOWED (5 UNITS PROPOSED)
  - e. Remove "LOT SIZE AVERAGING CALCULATIONS."
  - f. Lot and tract lines shall be solid and not dashed.
  - g. The Building Setback Lines (BSBL) for Lots 4 & 5 should be amended so the front and rear setbacks (20') are on the east and west property lines and the side yard setback (5') are on the north and south property lines, similar to Lot 3.
  - h. Depict and reference the Auditors File Number (AFN) of the following encumbrance outlined in the Title Report, prepared by Chicago Title Insurance Company:
    - PUD Easement recorded under AFN 8601060197; and
  - i. Provide a note that Lots 3, 4 & 5 are required to be constructed with residential fire sprinkler systems. This will be a condition of preliminary SP Approval.

4. The portion of the hammerhead turnaround and accesses to Lots 4 & 5, beginning at the northern property boundary of Lot 4, shall be constructed with scored concrete, paving blocks, bricks, or other ornamental pavers to clearly indicate that the entire surface is intended for pedestrians as well as vehicles. Update the Preliminary Civil Plans accordingly. This will be a condition of preliminary SP Approval
5. Provide a detail on the civil construction plans demonstrating adequate on-site turnaround on Lot 5, ensuring residents are not required to back out onto the Access Tract. This will also be required to be demonstrated, prior to building permit issuance, and shall be a condition of preliminary SP approval.
6. A landscape plan shall be approved, prior to civil construction plan approval. Landscaping shall include street trees spaced 30 feet on center along the internal plat road and 81<sup>st</sup> Place NE. Street trees shall be a minimum of one and one-half inches in caliper and six to eight feet high at the time of planting. Tree species should be selected from the city's recommended street tree listing in the administrative landscape guidelines. Placement of street trees and treatment of the planting strip shall be subject to the street tree standards set forth in the Engineering Design and Development Standards, Section 3-504, Street Trees and Landscaping, and Standard Plan 3-504-001.
7. The proposed short plat is subject to the following impact fees:

Impact Fee Type	Impact Fee Rate	Vesting	Payment Due
Traffic (Marysville)	\$6,300 per SFR	Complete Application	Prior to BP issuance
Parks	\$1,684 per SFR	BP submittal	Prior to BP issuance
Schools (Marysville)	Currently \$0.00	BP submittal	Prior to BP issuance

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

If you have any questions, please contact me at 360.363.8232, or by e-mail at [kbird@marysvillewa.gov](mailto:kbird@marysvillewa.gov).

Sincerely,

*Kathryn Bird*

Kathryn Bird  
Associate Planner

cc: Chris Holland, Planning Manager

## MEMORANDUM

To: Chris Holland, Planning Manager

From: Kacey Simon, Civil Plan Reviewer

RE: Hsiao Short Plat, File# SP22-004  
Preliminary Short Subdivision of 1.14 acres into five (5) single-family detached lots  
4100 81<sup>st</sup> Place NE & Parcel # 00550600001200, 00550600001300, 30052100314700

Date: 10/6/2022

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

1. **Utilities:**

- a. Sanitary sewer: Please end the sewer run with a manhole instead of a lamphole and stub the side sewer for Lot 5 out of the manhole.
- b. Water: Please include water details such as pipe size and material. The water main will need to be extended to the end of the private street with the service to lot 5 coming off the main at a 90 degree angle and run perpendicular to the main directly to the lot. The end of the run will need a hydrant or a blow off installed.

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

- a. Stormwater drainage: The city has adopted the 2019 Ecology Manual. Projects above the 2,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington. The supplied report has demonstrated that the project can achieve compliance with the required standards. The following items will need to be addressed in the civil submittal for the project.
  - i. A conveyance analysis will be required.
  - ii. The frontage improvement storm system will need to be routed to the infiltration facility on site.
  - iii. Please show what the value of the precipitation scale used for the WWHM modeling.
- b. **Projects that are not submitted prior to 7/1/22 will be required to be compliant with the 2019 Ecology manual.**

Standard Comments:

3. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.
4. Trench restoration is to be completed in accordance with section 3-703 of the EDDS. A full lane or full street overlay may be required.
5. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.
6. A right of way use permit for all work proposed within City right of way is required. Cost for the ROW permit is \$250.00. ROW permit fees must be paid before right of way permit issuance.
7. The applicant is responsible for identifying any existing well or septic systems on site or on adjacent properties. If there are any existing septic systems on site they need to be decommissioned based on the Snohomish Health District standards. If there are any wells on site they need to be decommissioned based on Department of Ecology standards.
8. Engineering construction plan review fees will be due prior to release of approved civil construction plans.  
Engineering construction plan review per MMC 22G.030.020:  
Residential = \$250.00 per lot or unit (for duplex or condominium projects),  
\$2000.00 minimum for first two reviews, \$120.00/hour for each subsequent review.  
Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour.
9. Engineering construction inspection fees will be due prior to project final or building final whichever comes first.  
Engineering construction inspection fees per MMC 22G.030.020:  
Residential = \$250.00 per lot/unit (for duplex or condominium projects),  
\$2000.00 minimum  
Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour.  
Bond administration fee = \$20.00/lot or unit, with a minimum amount being \$250.00
10. **All civil construction plan submittals are to be routed directly to Kacey Simon, Civil Plan Reviewer.** The first civil construction plan submittal is to consist of a plan set, a copy of the drainage report, and a copy of the geotechnical report. **Once the documents are ready to be submitted, we will provide you a link to where the materials can be uploaded to.**
  - a. Review timing:
    - i. First review = 5 weeks
    - ii. Second review = 3 weeks
    - iii. Third review = 3 week
    - iv. Subsequent reviews will be 3 weeks.

11. Please be advised these comments are in reference to specific items and do not imply a full review of the proposed application. Additional comments which may change the design requirements will be provided during the civil construction plan review process.

If you have additional questions regarding the above comments, please contact me at [ksimon@marysvillewa.gov](mailto:ksimon@marysvillewa.gov) or at (360) 363-8280.

cc: Ken McIntyre, PE, Assistant City Engineer



**MARYSVILLE**  
PUBLIC WORKS

## MEMORANDUM

TO: Chris Holland, Planning Manager

FROM: Brad Zahnow, Development Services Technician

DATE: October 3, 2022

SUBJECT: SP22-004 Hsiao Short Plat  
4100 81st Place NE  
APN's: 00550600001200, 00550600001300, 30052100314700

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### **Residential Utility Capital Improvement Fees**

Capital utility fees are assessed in accordance with the attached rate sheet. The "City" rates will be applicable to this project.

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

No recovery fees are applicable to this project.

### **Utility Main Fees**

No utility main fees are applicable to this project.

### **ULID/LID Fees**

No ULID/LID fees are applicable to this project.



## UTILITY CAPITAL IMPROVEMENT CHARGES - 2022

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

### RESIDENTIAL UNITS

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

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

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

### COMMERCIAL / INDUSTRIAL

#### **WATER**

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

#### **SEWER**

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

#### **SURFACE WATER / STORM DRAINAGE**

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

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

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

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



**MARYSVILLE**  
**PUBLIC WORKS**

## MEMORANDUM

TO: Chris Holland, Planning Manager

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

DATE: October 6<sup>th</sup>, 2022

SUBJECT: Hsiao Short Plat, SP22-004

Public Works Operations has reviewed the Hsiao Short Plat submittal and has the following comments:

1. Water details not shown;
2. Size, material and length of new water main not shown;
3. End of water main will require at a minimum a blow off assembly;
4. Water service line for lot 5 appears to exceed the maximum service line length of 110';
5. Service lines are preferred to be installed perpendicular to water main.

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

(360) 363-8100

Public Works  
80 Columbia Avenue  
Marysville, WA 98270





**MARYSVILLE**  
**PUBLIC WORKS**

**MEMORANDUM**

TO: Chris Holland – Planning Manager

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

DATE: October 11, 2022

SUBJECT: SP 22-004 – Hsiao SP

I have reviewed the Site Plan for the proposed Hsiao Short Plat at 4100 81<sup>st</sup> PL NE and have the following comments:

- 1) Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.
- 2) A Traffic Impact Analysis (TIA) will be required.
  - a. This would include, for City approval, development of trip generation/distribution followed after City review/approval by identification of impacts and, where required, mitigation approaches.
    - i. Given size and location of development, trip generation only shall be required.
      1. Trip generation shall be 1 PM Peak HR trip per unit.
  - b. TIA should follow City guidelines to be provided.
  - c. Trip Distribution shall follow representations to be provided for neighboring areas developed based upon Comprehensive Plan Traffic Model to be provided.
- 3) 81<sup>st</sup> PL NE Frontage improvements:
  - a. Roadway frontage improvements shall be constructed per 50' ROW residential street cross-section.
- 4) Undergrounding of overhead utilities shall be required upon frontage.
- 5) Per EDDS 3-506, street lighting will be required.
  - a. Street Lighting upon 55<sup>th</sup> Ave NE shall be PUD installed fiberglass pole installation type street lighting.
    - i. Street shall be designed as collector arterial utilizing 100 watt equivalent LED fixtures.
    - ii. Spacing of fixtures should be approximately 180'-220'.
    - iii. As part of civil construction approval proposed PUD street lighting locations will be provided by the City to the developer for submission to PUD and incorporation into the PUD site electrical plans.
      1. Identify upon site plan, location(s) of existing PUD wood pole mounted street lights which may be considered for street lighting require
  - iv. Snohomish County PUD Process:

1. For residential plats, contact PUD Plats via email at [plats@snopud.com](mailto:plats@snopud.com) and include a PUD Plats application to begin Snohomish PUD process.
2. For specific questions regarding street lighting, contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or [wehaugen@snopud.com](mailto:wehaugen@snopud.com) for more information.



**MARYSVILLE**  
**PUBLIC WORKS**

**MEMORANDUM**

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

DATE: December 22, 2021

SUBJECT: City of Marysville - Traffic Impact Analysis Guidelines

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

**Purpose of TIA:**

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

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

**Definitions:**

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

TABLE 1: INTERSECTION ANALYSIS IMPACT THRESHOLDS

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

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

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

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

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

TABLE 2: LEVEL OF SERVICE

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

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

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

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

**Existing vs. Proposed Conditions:**

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

## **Trip Generation and Distribution:**

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

- a) The latest version of the ITE Trip Generation Manual shall be used.
- b) Trip Generation shall be based upon “average rate” for “peak hour of adjacent street traffic”.

#### **(1) Trip Generation Values:**

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



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

**Trip Reduction Policy:**

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

**TIA Analysis:**

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

- 6) Intersection Analysis Tools:
  - a) Synchro Version 10 for stop controlled and signalized intersection analysis.
  - b) Single lane roundabouts can be analyzed in Synchro, however locations on State Routes shall require analysis utilizing Sidra or other WSDOT approved software.
  - c) Multi-lane Roundabouts shall be analyzed in Sidra.
    - i) Comparison of signalized alternatives to a multi-lane roundabout shall also be performed in Sidra.
- 7) Intersection Analysis Guidelines:
  - a) Ideal saturation flow rates greater than 1900 vehicles per hour of green per lane should not be used unless otherwise measured in the project vicinity.
  - b) Signal Timing for Analysis:
    - i) Existing timings must be used for existing conditions.
    - ii) Optimization for future conditions is accepted practice.
      - (1) Where a coordinated signal system exists or is to be implemented, optimization for future conditions must include all coordinated signals.
      - (2) Optimized cycle lengths must not create queuing that exceeds available storage lengths unless an accompanying proposal is presented to lengthen the storage length.
    - iii) Pedestrian Clearance Times:
      - (1) Minimum phase lengths for future operational analysis shall allow for adequate pedestrian crossing time per MUTCD/ITE standards.
      - (2) Left Turn Phasing:
        - a) Minimum phase lengths for future operational analysis shall allow for a minimum of 15 seconds for protected only left turns.
        - b) Minimum phase lengths for future operational analysis shall allow for a minimum of 10 seconds for protected/permitted left turns.
        - c) Lead/lag optimization shall only be allowed for coordinated systems at intersections with flashing yellow arrow (FYA) or protected only left turn phasing.
    - iv) Existing Condition Peak Hour Factors (PHF):
      - (1) Signalized intersections:
        - a) Existing PHF's by intersection, or
        - b) Utilize the peak 15 minute period for the entire intersection and multiple those volumes by 4.
      - (2) Unsignalized intersections:
        - a) Approach PHF's.
    - v) Queuing:
      - (1) Queuing analysis may be required in areas of known queue constraints.
      - (2) Queue lengths shall be calculated at the 95<sup>th</sup> percentile.
      - (3) All impacted intersections shall be analyzed.

- c) Access Management Standards:
  - i) City standards are summarized in EDDS Section 3-201..
  - ii) On State Highways, the minimum spacing is 250 feet or as shown in Table 3, whichever is greater.
- 8) Identify Safety Related Constraints:
  - a) Any road condition whether existing or created by a development which jeopardizes the safety of road users including pedestrians and bicyclists.
  - b) Warranted left and/or right turn lanes.
  - c) Sight distance deficiencies.
  - d) Collision History:
    - i) Identify all collisions within past 3 calendar years.
    - ii) Safety Inadequacies:
      - (1) Collision rate of more than 1.0 collisions per million entering vehicles at an intersection.
      - (2) Collision rate of more than 10.0 collisions per million entering vehicles on a roadway segment.

**Mitigation Measure Evaluation:**

- 1) Issues to be Considered:
  - a) Design vehicle Requirements.
  - b) New Facilities (all modes).
  - c) Geometric Modifications.
  - d) Traffic Control Modifications.
  - e) Timing of Implementation with Respect to Phases of Development.
  - f) Sight Distance Requirements.
    - i) When required by the City, sight distance analysis per City Engineering Design & Development Standards (EDDS) shall be performed.
- 2) On Site Improvements:
  - a) Improvements to streets abutting the development shall be in accordance with City ordinances and design standards.
- 3) Off Site Improvements:
  - a) All improvements shall be in accordance with City ordinances and design standards.
  - b) If a development project is assessed for a portion of a Local Improvement District that constructs a project that the traffic mitigation fees are based on, the payment of the fees shall be credited toward the development's mitigation fees.

- 4) Local Streets & Collectors:
  - a) The use of traffic control devices to reduce impacts on residential streets is encouraged within City EDDS 3-525.
  - b) Traffic calming devices should be negotiated with City staff with the goal of reducing neighborhood infiltration of development generated spillover traffic.
  - c) City policy does not allow installation of new speed humps however allows for speed tables, traffic circles, curb bulb outs, etc..
- 5) New or Modified Traffic Signals:
  - a) Signals proposed as mitigation shall meet at least one MUTCD warrant for signalization in the applicable horizon year.
  - b) Left turn phasing shall be provided for new or modified signals at all locations where left turn lanes are present or warranted.
  - c) Left run phasing shall be via flashing yellow arrow (FYA) displays unless for purposes of safety, protected only left turn phasing is required.
- 6) Turn Lanes:
  - a) Left Turn Lanes:
    - i) Warrants shall be per ASHTO 9-75 or the Harmelink source graphs.
    - ii) WSDOT Design Manual Figure 910-12 shall be used for storage length calculations.
    - iii) Generally, all signalized approaches should have left turn lanes where left turns are permitted on two-way streets.
  - b) Right Turn Lanes:
    - i) WSDOT Design Manual Figure 910-12 should be used for right turn lanes at unsignalized intersections, ignoring the note exempting multi-lane approaches.
    - ii) Guidelines for Right Turn Treatments at Signalized Intersections published within the February 1995 ITE Journal should be used for right turn lane warrants at signalized intersections.
- 7) Internal (On Site) Transportation System:
  - a) All systems shall be in accordance with City ordinances and design standards.
  - b) Consideration should be given to:
    - i) Design Vehicle Requirements:
      - (1) Turning radii.
      - (2) Vertical clearances.
    - ii) Facility Requirements (all modes)
    - iii) Traffic Control Requirements:
      - (1) Signing.
      - (2) Striping.
    - iv) Driveway Design:
      - (1) Width.
      - (2) Throat length.
    - v) Parking Requirements.
    - vi) Special Features.

**Appendices:**

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

**Concurrency:**

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

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

- ITE Trip Generation Manual
- ITE Trip Generation Handbook
- City of Marysville Engineering Design and Development Standards (EDDS)
- City of Marysville Municipal Code
- WSDOT Standard Specifications for Road, Bridge and Municipal Construction 2012
- WSDOT Design Manual
- WSDOT Standard Plans
- MUTCD as adopted by State of Washington
- ITE Journal
- AASHTO "Green Book"
- City of Marysville Comprehensive Plan and Sub-Area Plans
- Snohomish County EDDS Chapter 30.66B – Concurrency & Roadside Impact Mitigation
- Highway Capacity Manual



# Marysville Fire District

**YOUR RISK PREVENTION TEAM**  
1094 Cedar Avenue, Marysville WA 98270

Phone (360) 363-8500  
Fax (360) 659-1382

To: Chris Holland, Planning Manager  
From: Don McGhee, Assistant Fire Marshal  
Date: September 28, 2022  
Subject: SP22-004 Hsiao Short Plat 4100 81 PL

I have completed a review of the plans for this project proposing development of a 5-lot short plat for SFH use. Plans show construction of a 20' wide roadway (private?) about 275' long with a hammerhead turnaround provided. Existing water main and fire hydrants are shown.

***Residential fire sprinkler systems will be required in lots 3,4,5 due to these access deficiencies: Access appears adequate if lots listed have sprinklers.***

The City GIS water map shows existing fire hydrants along the north side of 81<sup>st</sup> PL NE, with a 6" water line in the roadway. No information about available fire flow is provided for the fire hydrants near this site. The minimum fire flow required for the site is 1,000 gpm. There will be a hydrant required at or near the intersection of 81<sup>st</sup> PL and the new private road.

Additional comments related to fire code compliance for this project are noted below.

1. The project shall comply with the current fire code requirements (2018 IFC) including WA State and local City of Marysville amendments to the fire code.
2. Any fire code required construction permits for sprinkler installations (IFC section 105.7) are obtained through Marysville Community Development at 80 Columbia Avenue.
3. Fire marshal approval of fire access and fire hydrant/water supply systems is required as part of the civil construction plan review and approval process. *Not acceptable as proposed.*
4. The city address committee will determine road names and address numbers for the lots.
5. It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using IFC Appendix B, and depends upon building sizes, construction types, and sprinkler systems. Proof of fire flow will be required. Documentation/certification of available water supplies for providing the required fire flows is required for final approval of the water system for this project and prior to building construction. Check with the city Public Works Dept. for water system information.
6. The minimum required fire flow for hydrants protecting SFR dwellings is 1,000 gpm (with 20-psi minimum residual pressure) for dwellings not exceeding 3,600 square feet in size.
7. The minimum required fire flow for hydrants protecting SFR dwellings is 1,500 gpm (with 20-psi minimum residual pressure) for dwellings exceeding 3,600 square feet in size.
8. Existing fire hydrant spacing along 81<sup>st</sup> PL NE roadway appears inadequate, one will need to be installed just north of new proposed private road. The city GIS water map shows the two closest hydrants along the roadway frontages are spaced 600'.
9. Maximum hydrant spacing for the proposed SFH use is 600' apart.

***We Care About You!***



10. Fire hydrants shall be provided in approved locations. Fire hydrants on an approved water main extension may be required within the site for this development. Provide water main extensions with hydrants along the new roadways and at all road intersections in approved locations, with maximum spacing of 600 feet apart. Fire hydrants with approved water supply must be in service prior to building construction.
11. Fire hydrant coverage shall be provided along all roads and at intersections. *“Fire hydrants meeting city specifications shall be installed on all extensions of the city water system at the time such extensions are constructed. All hydrants shall be owned and maintained by the city. The location and frequency of fire hydrants shall be specified by the city utility department and fire department; provided, that fire hydrants in single-family residential zones shall be spaced not more than 600 feet apart” (MMC 14.03.050).* The location of fire hydrants requires fire marshal approval on civil construction plans.
12. Fire hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5” Storz fittings, with blue reflective hydrant markers to be provided in the roadways, located four inches off the centerline on the hydrant side of the road.
13. Future homes to be constructed may require residential sprinkler installation for a number of reasons, including: if homes are three or more stories tall, if fire flow from hydrants does not meet fire code requirements, if any part of homes is further than 200’ from the public road ROW with no hydrant provided on-site, or to mitigate access deficiencies.
14. Where residential fire sprinklers may be required the developer should install a water service per Standard Plan 2-090-001 Full ¾” x 1” Meter Service. Under this plan a 1” tap is made at the water main and 1” piping is run to the 1” meter setter. If in the end a ¾” water meter will suffice then all that is required is to install two reducer bushings with the ¾” water meter. A single service tap should be used where sprinklers are required, not a double service installation.
15. Recommend the buildings to be constructed here include fire-resistant exterior construction (such as hardiplank type siding).
16. Turnaround provision is required for dead-end access in excess of 150 feet long.
17. The turnaround area proposed appears adequate. Turnarounds shall comply with city standard plans.
18. Recommend the roadways be posted “NO PARKING” to maintain unobstructed emergency access.
19. An adequate access route for fire apparatus must be in service prior to any building construction.
20. If vehicle impact protection is deemed required for protection of any equipment it shall comply with IFC Section 312. Guard posts (bollards) are typically required for protection of gas piping, electrical equipment, fire protection piping and hydrants located where they could be subject to vehicle damage.
21. Access for firefighting operations along all sides of all buildings is required. A minimum 5’ wide access is required for SF dwellings. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 150 feet of a minimum 20’ wide fire apparatus access.

***We Care About You!***

## MEMORANDUM

Date: **September 30, 2022**

**SP22-004**

To: **Chris Holland, Planning Manager**

From: **Michael Snook, Building Official**

Re: **Project Name:** Hsiao Short Plat

**Applicant:** Jennifer Hsiao and Kechien Yang

**Proposal:** Preliminary Short Subdivision of 1.14 acres into five (5) single-family detached lots.

**Address:** 4100 81<sup>st</sup> Place NE

**In response to your request for review of the above project. Please see requirements below;**

1. Applicant shall comply with any and or all provisions the 2018 Edition of the International Building, Residential, Mechanical, 2018 Uniform Plumbing Codes, and current Washington State Amendments.
2. All plans and permit applications will be required to be submitted electronically as part of their submittal process. One (1) complete set of building plans, structural calculations, Geotech Report, and 2018 Washington State Energy Code work sheets.
3. If any demolition of structures is proposed, and you are unsure if permit/s will be required for the removal of any existing structures. Please contact the Building Division at 360-363-8100, to ask any specific questions. An asbestos report will be required for each demo permit.
4. A Geotechnical report shall be submitted to the City for this project. This is to be an in-depth report to address the following:
  - Soil Classification
  - Required Drainage Systems
  - Soil Compaction Requirements
  - Type of Footings, Foundations, and Slabs Allowed
  - Erosion Control Requirements
  - Retaining Walls
  - Fill and Grade
  - Final Grade

**Please provide the below information in regards to this overall project the 2018 International Building requirements;**

1. The building structure will be required to be designed under the 2018 IBC, Chapter 16, and Structural Design Requirements. The seismic zone criteria is to be established under the guidelines of a Washington State Licensed Architect and/or Structural Engineer.
2. Please provide scaled floor plans with square footage of each room, open areas, and all levels throughout the building.
3. For the main structure, show on the plans the type of building materials proposed, and if required, what type of fire-resistant construction will be required.
4. All Mechanical Equipment shall be screened from public view under MMC Provisions.

Please indicate how this will be achieved on your building plan, elevation submittal sheets.

5. A Fire Sprinkler system may be required. The applicant is to verify this with the Fire Marshal's Office.
6. All Electrical installations are to be permitted, inspected and approved through the City. The current code is NEC 2020 with WCEC Amendments. A separate application, plans, and plan review will be required.
7. Building application for plan review will be approximately 4-6 weeks for first-time plan review comments.

**We look forward to your project coming to our City!**

If I may be of any further assistance, please feel free to contact me.

Michael Snook, Building Official, 360-363-8210 or [msnook@marysvillewa.gov](mailto:msnook@marysvillewa.gov) during office hours 7:30 am – 4:00 pm, Monday through Friday.



# MARYSVILLE POLICE DEPARTMENT



## MEMORANDUM

**DATE:** September 15, 2022  
**TO:** Chris Holland, Community Development Dept.  
**FROM:** Brad Akau, Commander  
**RE:** SP22-004

I have reviewed the proposed plan for a Short Subdivision of 1.14 acres into five (5) single-family detached lots.

The Police Department recommends the following:

- The builder/developer to provide street lighting within the proposed development
- If lighting exists in the open spaces, it will be lower and maintained within the property lines.
- Addresses should be clearly visible from the street
- Shared securable mailboxes installed where residents can view activity around it from inside their residence
- Shrubs should be no more than three (3) feet high (common areas are exempt)
- Lower branches on trees to be at least seven (7) feet off the ground for visibility (newly planted trees in common areas are exempt)

Feel free to contact me at 360.363.8301 if you have any questions.

September 22, 2022

Chris Holland  
City of Marysville  
80 Columbia Avenue  
Marysville, WA 98270

Dear Mr. Holland:

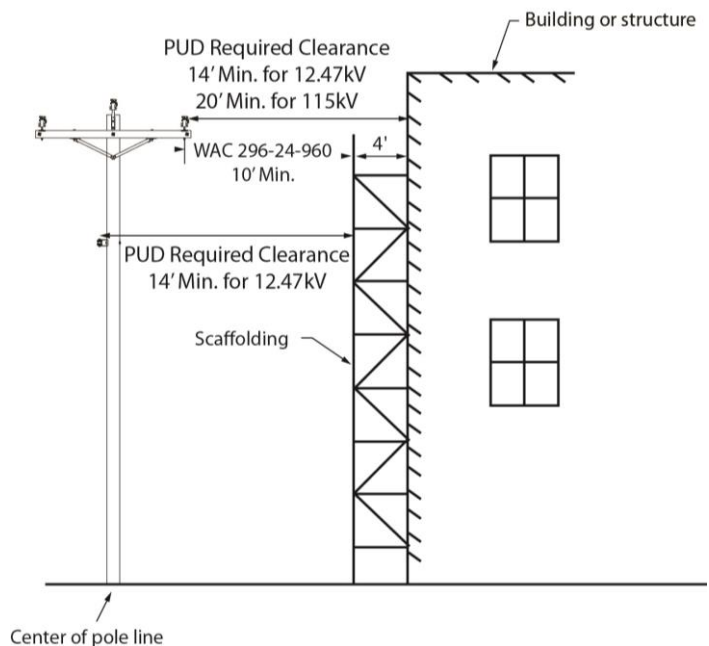
Reference: SP22004 Hsiao Short Plat

District DR Number: 22-10-569

The District presently has enough electric system capacity to serve the proposed development. However, the existing District facilities in the local area may require upgrading. Cost of any work, new or upgrade, to existing facilities that is required to connect this proposed development to the District electric system shall be in accordance with the applicable District policy. The developer will be required to supply the District with suitable locations/easements upon its property for any electrical facilities that must be installed to serve the proposed development. It is unlikely that easements will be granted on District-owned property, or consents granted within District transmission line corridors.

Please be advised that per WAC 296-24-960 the minimum worker safety clearance from any District distribution conductor is 10 feet. **Therefore, the District requires a minimum 14-foot clearance from any structure to accommodate workers, scaffolding and ladders. Minimum worker safety clearance from 115kV transmission wires is 20 feet.**

Any relocation, removal or undergrounding of District facilities to accommodate this project and the worker safety clearances shall be at the expense of the project developer and must be coordinated with the PUD in advance of final design. Please include any project related utility work in all applicable permits.



The District policy requires the developer to provide a minimum 10-foot easement for underground electrical facilities that must be installed to serve the proposed development. In addition, the developer must maintain an 8-foot clearance between transformers and a 10-foot clearance between switch cabinets and any building/structures upon its property. Additional clearances may be required depending on the equipment in the area and accessibility of the equipment.

Please contact the District prior to design of the proposed project. For information about specific electric service requirements, please call the District's Plat Development Team at (425) 783-8465.

Sincerely,

*Mary Wicklund* for

Mark Flury, Senior Manager  
Transmission & Distribution System  
Operations & Engineering



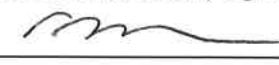
## REQUEST FOR REVIEW

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

PROJECT INFORMATION									
File Number	SP22-004			Date Sent	09.15.22		Please Return by	10.06.22	
Project Title	Hsiao Short Plat			Related File Number(s)	PreA22-016				
Project Description	Preliminary Short Subdivision of 1.14 acres into five (5) single-family detached lots.								
BACKGROUND SUMMARY									
Applicant	Jennifer Hsiao and Kechien Yang								
Location	4100 81st PI NE			APNs	00550600001200, 00550600001300, 30052100314700				
Acreage (SF)	1.14 acres (49,852 SF)			Section	21	Township	30	Range	05
Comprehensive Plan	Single Family High	Zoning	R-6.5	Shoreline Environment			N/A		
REVIEWING AGENCIES									
Marysville	Local Agencies & Districts		State & Federal		County		Other		
<input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> Parks <input checked="" type="checkbox"/> Police <input checked="" type="checkbox"/> PW - Development Services <input checked="" type="checkbox"/> PW - Engineering <input checked="" type="checkbox"/> PW - Operations <input checked="" type="checkbox"/> PW - Solid Waste <input type="checkbox"/> PW - Streets <input checked="" type="checkbox"/> PW - Traffic Eng. <input checked="" type="checkbox"/> PW - Water Res. <input checked="" type="checkbox"/> PW - WWTP	<input type="checkbox"/> Arlington Airport <input type="checkbox"/> Arlington (city) <input checked="" type="checkbox"/> Comcast <input type="checkbox"/> Community Transit <input type="checkbox"/> Everett (city) <input type="checkbox"/> Lake Stevens (city) <input type="checkbox"/> Lake Stevens SD 4 <input type="checkbox"/> Lakewood SD 306 <input checked="" type="checkbox"/> Marysville Fire District <input checked="" type="checkbox"/> Marysville SD 25 <input checked="" type="checkbox"/> PUD No. 1 (electric) <input checked="" type="checkbox"/> Ziply		<input type="checkbox"/> US Army Corps of Engineers <input type="checkbox"/> BNSF <input type="checkbox"/> DAHP <input type="checkbox"/> DNR <input type="checkbox"/> DOE (Bellevue) <input type="checkbox"/> DOE (Floodplain) <input type="checkbox"/> DOE (Register) <input type="checkbox"/> DOE (Shorelands) <input type="checkbox"/> WDFW <input type="checkbox"/> WSDOT <input type="checkbox"/> WUTC		<input type="checkbox"/> Health District <input type="checkbox"/> Planning <input type="checkbox"/> Public Works - Land Development <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> Olympic Pipeline <input type="checkbox"/> Puget Sound Energy <input checked="" type="checkbox"/> Stillaguamish Tribe <input checked="" type="checkbox"/> Tulalip Tribes <input type="checkbox"/> <input type="checkbox"/>		
PROJECT MANAGER									
Name Chris Holland		Title Planning Manager		Phone 360-363-8207		E-mail cholland@marysvillewa.gov			

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

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

☒ **NO COMMENTS** Signature:  Date: 9/26/22  
☐ **ATTACHED** Title: Ecologist Agency: Tulalip Tribes