



COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ♦ Marysville, WA 98270 ♦ (360) 363-8100

March 24, 2023

Clay White
20210 142nd Avenue NE
Woodinville, WA 98072

Re: Mavis-Undi Rezone – *Technical Review 1*
CPA23002

Dear Clay,

Thank you for your submittal. After preliminary review of the above-referenced proposal, the Planning Division has the following comments:

1. The Planning Division is not in support of the proposed re-designation of the subject properties from R-12 Multi-family, Low Density to General Commercial (GC) without an accompanying concurrent project action. Submittal of a rezone with a concurrent project action would afford Planning Division staff and citizens the opportunity to review and comment on the proposed layout of the site, compatibility of proposed uses with surrounding residential uses, traffic impacts and necessary improvements, and appropriate conditions to mitigate potential impacts of the rezone (e.g. increased buffering, location of service areas, etc.).

In our experience, rezone proposals that accompany project actions are likelier to result in projects in the near term. The Planning Division has processed several speculative rezones over the years which have not progressed to projects. Some of these rezones have been followed by subsequent requests to revert to the prior zoning which is not the best use of applicant or staff time and resources.

2. The R-12 Multi-family, Low Density zoning of APNs 31052900200700, 31052900202000, and 31052900202100 was established to provide a transition to the single family Lakewood Meadow Condominium to the south. The Lakewood Meadow Condominium neighborhood provided a comment letter (attached) which outlines concerns regarding potential uses, buffering, access, and other items which cannot be addressed without an accompanying project action.
3. Planning Division staff recommends that the applicant withdraw the current application (the fees would be refunded less the cost of advertising and the limited staff time), and submit a pre-application when a proposal for the site is being considered. Through the pre-application process, staff and impacted agencies can review and provide feedback on the proposal and rezone. Staff can then advise the applicant on whether the rezone would be supported or not along with anticipated mitigation conditions. Rezones to the contiguous zoning designation for rezone areas under 10 acres can be submitted anytime during the year (see comment number 5 below for additional direction). Should the applicant prefer to continue with the current rezone request, Staff anticipates recommending that the Planning Commission provide a recommendation of disapproval of the request to City Council given the unknowns about the intended use of the property.

4. Planning Division staff has consistently received feedback from the Lakewood community that there is a need for a grocery store in the area. Additional retail, general personal services, and restaurants would also likely be well-received uses in this location. Gas stations, tire stores, and auto repair shops in this location would not be supported as part of a rezone request given anticipated incompatibility with the adjacent residential uses.
5. Since the proposed rezone is under 10 acres, an application can be submitted any time during the year to rezone the property to the General Commercial (GC) zone without applying for a Comprehensive Plan map amendment. The rezone request would need to be accompanied by a project action.

In order for the proposed rezone to be approved, compliance with the standards set forth in MMC Section 22G.010.440, *Rezone criteria*, must be demonstrated, as follows:

- (1) A zone reclassification shall be granted only if the applicant demonstrates that the proposal is consistent with the comprehensive plan and applicable functional plans and complies with the following criteria:
 - (a) There is a demonstrated need for additional zoning as the type proposed;
 - (b) The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties;
 - (c) There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification;
 - (d) The property is practically and physically suited for the uses allowed in the proposed zone reclassification.
- (2) Property at the edges of land use districts can make application to rezone property to the bordering zone without applying for a comprehensive plan map amendment if the proponent can demonstrate:
 - (a) The proposed land use district will provide a more effective transition point and edge for the proposed land use district than strict application of the comprehensive plan map would provide due to neighboring land uses, topography, access, parcel lines or other property characteristics;
 - (b) The proposed land use district supports and implements the goals, objectives, policies and text of the comprehensive plan more effectively than strict application of the comprehensive plan map; and
 - (c) The proposed land use change will not affect an area greater than 10 acres, exclusive of critical areas.
6. Pursuant to MMC Section 22A.010.090(5), *Hearing Examiner*. The hearing examiner shall review and act on site-specific rezones (with final approval by ordinance of the City Council). This provision, and comment number 7 below, apply if a future site specific rezone with a concurrent project action is submitted.
7. Pursuant to MMC Section 22G.010.450(1), *Rezone and review procedures*, a rezone requires a two-step approval process:
 - (a) The preliminary plan and rezone application are considered together through the formal rezone process; and

- (b) A final plan is reviewed administratively after the rezone has been approved. No development permits shall be issued until a final plan has been approved by the city.

Enclosed please find comments from other departments, agencies and the public. After you have had an opportunity to review the comments, please let me know if you would like to set up a meeting to discuss them further. If you have any questions, please contact me at 360.363.8240 or by email at agemmer@marysvillewa.gov.

Sincerely,

Angela Gemmer

Angela Gemmer
Principal Planner

cc: Haylie Miller, Community Development Director
Chris Holland, Planning Manager



MEMORANDUM

TO: Angela Gemmer – Senior Planner

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

DATE: April 21, 2023

SUBJECT: PA 23-002 – Mavis/Undi Comp Plan Amendment & Rezone

I have reviewed the Mavis/Undi Comp Plan Amendment and Rezone for the proposed rezone of land parcels west of 27th Ave NE and north of 169th PL NE and have the following comments which shall be addressed with a future project action:

- 1) Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.
 - a. Traffic Impact Fee (TIF) calculation improvement projects upon frontage to be constructed by development shall be allowed for credit against Traffic Impact Fees up to the maximum amount of development TIF including:
 - i. 169th PL NE (frontage improvements) from 19th Ave NE to 27th Ave NE
 - b. Projects included within TIF calculations near development are:
 - i. 27th Ave NE (164th ST NE to 169th PL NE)
 - ii. 19th Ave NE/23rd Ave NE (156th ST NE to 172nd ST NE)
 - iii. 172nd ST NE (SR 531) (West City Limits to 27th Ave NE)
- 2) A Traffic Impact Analysis (TIA) will be required.
 - a. This would include, for City approval, development of trip generation/distribution followed after City review/approval by identification of impacts and, where required, mitigation approaches.
 - i. 156th ST NE & I-5 Interchange design/construction originally scheduled to begin in late 2020's is currently proposed by State/WSDOT to be delayed by 6 years or more. Per GMA, a delay of such length would likely require removal from consideration as Horizon Year assumption and thus, if delayed, may result in elimination of City TIA Guideline allowance for redistribution of 25% of traffic from 172nd ST NE (SR 531) to 156th ST NE Interchange.
 1. With TIA allowance for traffic diversion, intersection of 172nd TS NE (SR 531) & 27th Ave NE is nearing LOS/Concurrency failure likely requiring mitigation project(s) from developments in future with or without consideration of new interchange.
 - 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.
 - i. Horizon Year analysis shall NOT include completion of 152nd ST NE from 67th Ave NE to SR 9.
- 3) New roadway construction and frontage improvements to existing roadway shall be required per Comp Plan.
 - a. 169th PL NE:
 - i. Three lane principle arterial with bike lanes, landscape strips, sidewalks and City owned decorative street lighting.
 - b. 172nd ST NE:
 - i. Five lane minor arterial with two-way left turn lane, 12' multi-use trail on both sides, landscape strips and City owned decorative street lighting.
- 4) Per EDDS 3-301, access management standards shall apply.
 - a. One access to arterials only per 500' of frontage.
 - b. Spacing of accesses shall be per EDDS.
 - c. Access(es) preferred/shall be provided to lower volume roadway.
 - i. Access points are preferred to align with existing or planned access locations on opposing side of roadways.
 - d. Access management, due to queueing challenges, on 27th Ave NE will be very closely evaluated.
- 5) Per EDDS 3-506, street lighting will be required.
 - a. Street lighting upon 27th Ave NE, 169th PL NE and 172nd ST NE shall be City owned decorative street lighting to match existing Lakewood area neighborhood arterial street lighting standards.
 - i. Development street lighting design engineer shall request City specifications from Traffic Engineering Manager and complete design as part of civil construction plan submittal process.
- 6) Signing and Channelization Plans shall be required as part of Civil Construction plans.



MEMORANDUM

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

DATE: December 22, 2021

SUBJECT: City of Marysville - Traffic Impact Analysis Guidelines

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

Purpose of TIA:

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

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

Definitions:

- *Major New Developments* are defined as any development generating ten (10) or more trips (total of entering and existing) during the p.m. peak hour or other hours as defined by the City.
 - Developments generating less than ten (10) or more trips (total of entering and existing) during the p.m. peak hour or other hours as defined by the City shall perform trip generation only 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

SR529/State Avenue/Smokey Point Blvd. Corridor		Threshold for intersection Analysis/LOS Criteria
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)
State Route 528 (4th Street/64th Street NE		Threshold for intersection Analysis/LOS Criteria
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)
State Route 531 (172nd St NE)*		Threshold for intersection Analysis/LOS Criteria
Site Generated Traffic		25 vehicles transversing through intersection during any defined peak hour
Minimum Level of Service	Signalized, Roundabout or Stop Controlled Intersection	D
All other intersections of two arterial/arterial or functionally classified streets on signalized/roundabout intersections		Threshold for intersection Analysis/LOS Criteria
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 (172nd St NE) & 27th 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 156th ST NE Interchange construction assumed complete existing traffic may be assumed to divert from 172nd ST NE east of 19th Ave NE (designation of 172nd St NE Interchange and south), south through Lakewood Neighborhood arterial roadways to 156th 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 95th 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:

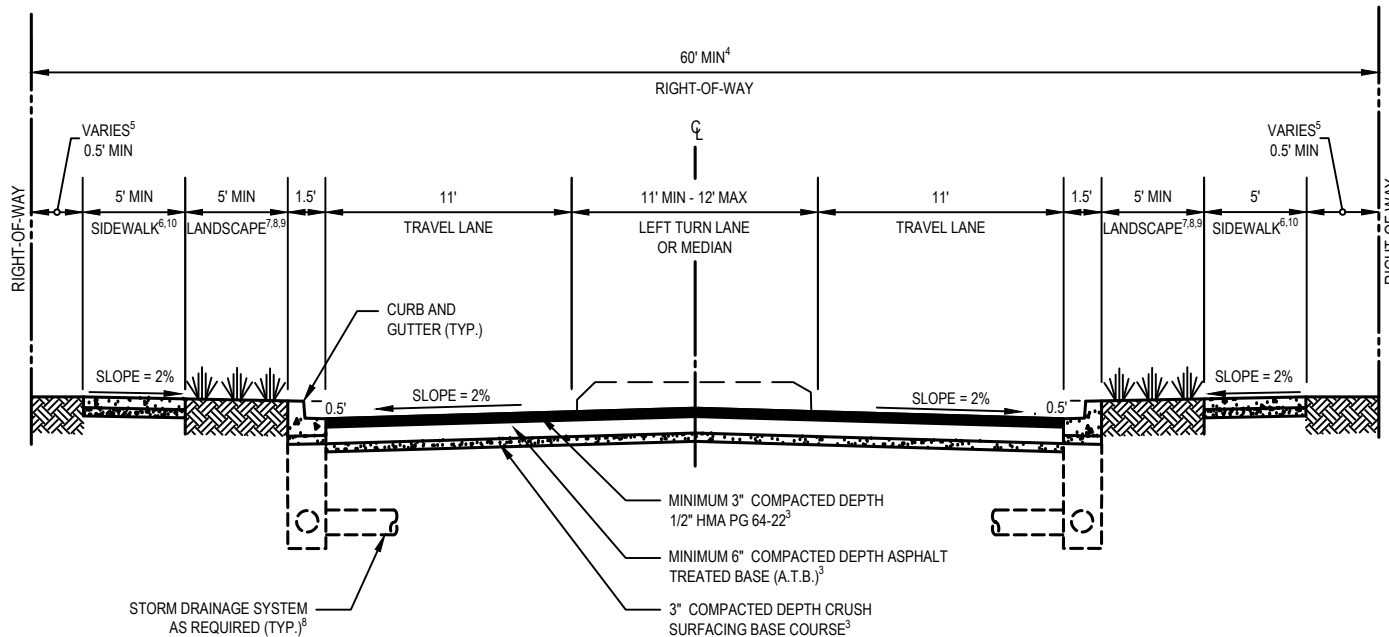
- 1) Maps not contained in the body of the report.
- 2) Count data used for analysis.
- 3) Level Of Service (LOS) calculations:
 - a) Detailed summary sheet from HCS signalized is ok.
 - b) Software output must explicitly state all input and phase lengths used in the analysis.
- 4) Warrant worksheets 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



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
6. SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
7. LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
8. THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
9. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
10. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.

LANDSCAPE WIDTH

MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH

MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

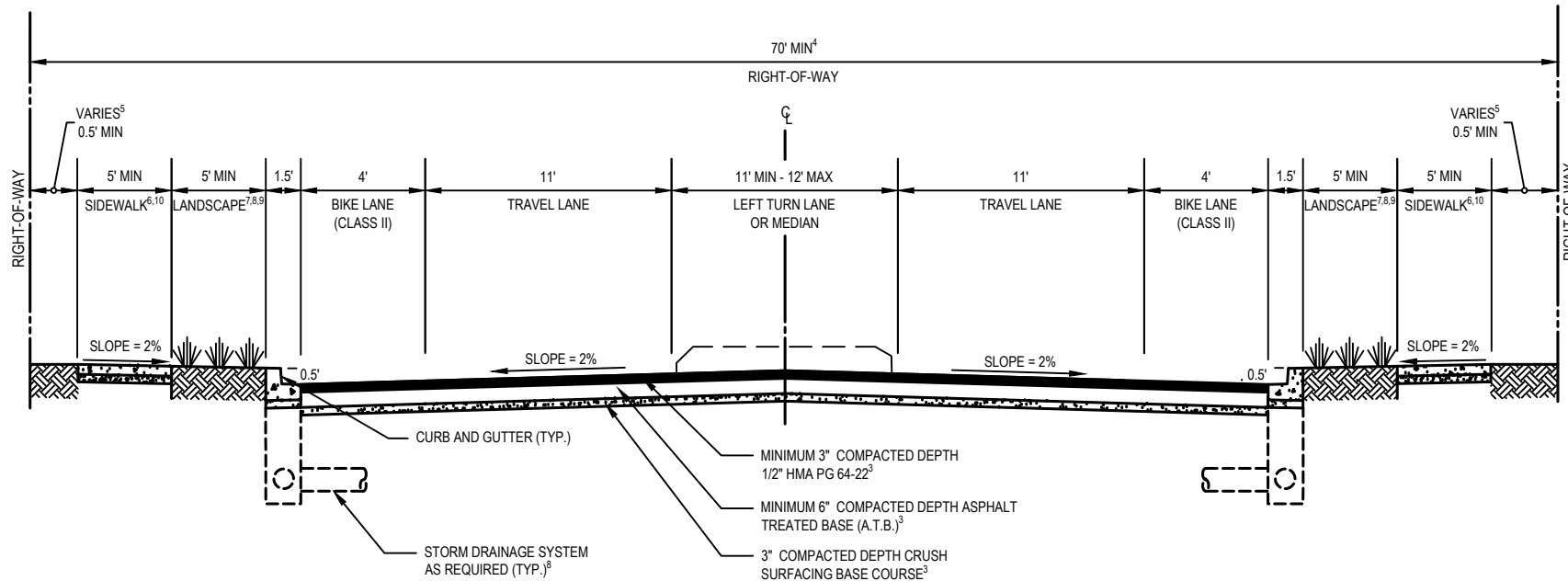
[Signature]
MARYSVILLE CITY ENGINEER

07/14/20

DATE



3-LANE ARTERIAL



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER AND DESIGNEE.
6. SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
7. LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
8. THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
9. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
10. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.

LANDSCAPE WIDTH

MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	4' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH

MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

[Signature]
MARYSVILLE CITY ENGINEER

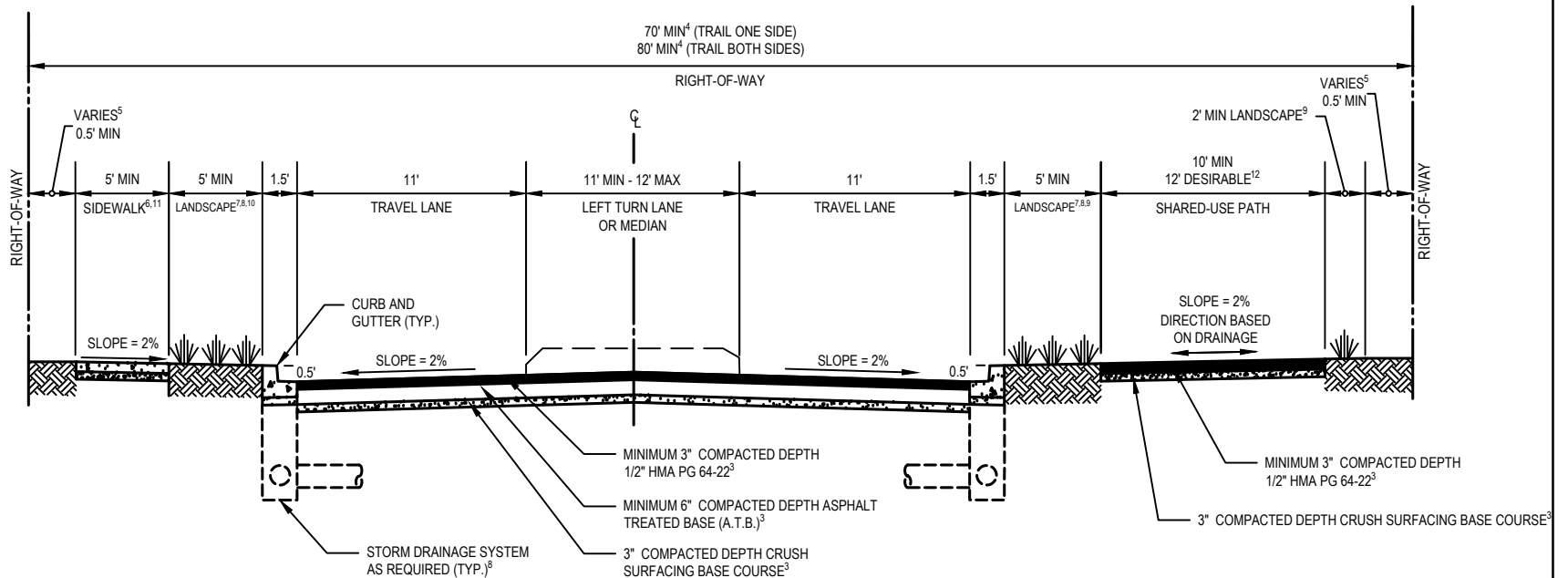
07/14/20

DATE



3-LANE ARTERIAL

BICYCLE
CONFIGURATION



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
6. SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
7. LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
8. THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
9. THE MINIMUM HORIZONTAL CLEARANCE FROM THE EDGE OF SHARED-USE PATH PAVEMENT TO AN OBSTRUCTION SHALL BE 2', UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE. SLOPES SHALL BE NO STEEPER THAN 6H:1V FROM EDGE OF SHARED-USE PATH.
9. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
10. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.
11. SHARED-USE PATH SHALL BE 12' WHEN LANDSCAPING STRIP BETWEEN THE ROADWAY AND SHARED-USE PATH IS NOT PRESENT.

LANDSCAPE WIDTH	
MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH	
MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

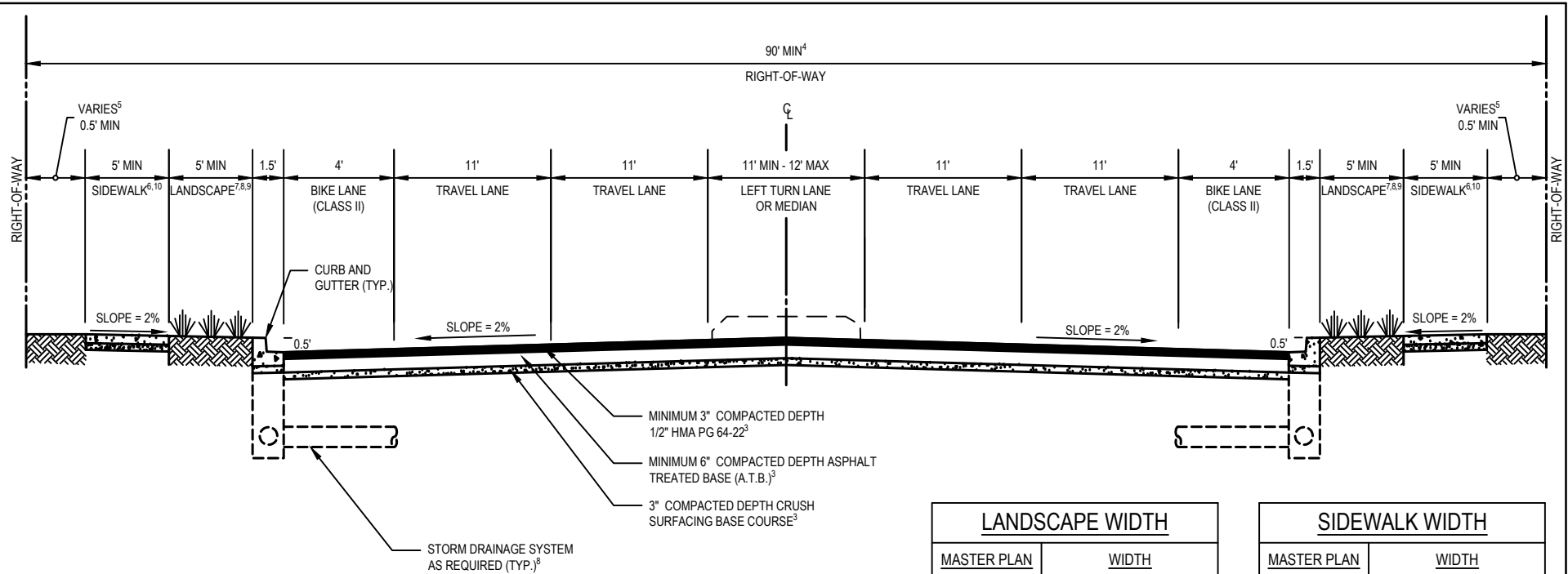
 MARYSVILLE CITY ENGINEER
 07/14/20
 DATE



3-LANE ARTERIAL

SHARED-USE PATH
 CONFIGURATION

STANDARD PLAN 3-201-005



NOTES:

- REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
- INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
- THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
- THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
- SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
- SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
- LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
- THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
- LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
- SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.

LANDSCAPE WIDTH	
MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH	
MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
88TH ST	8' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

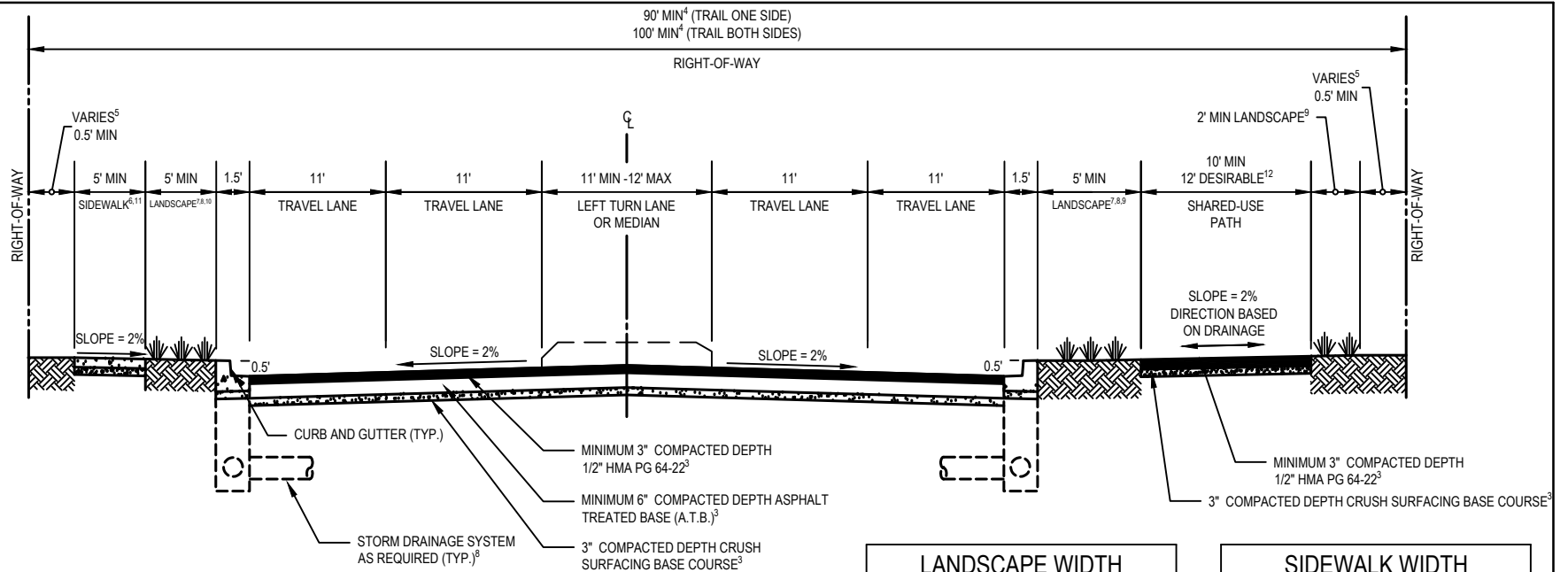
APPROVED BY

 MARYSVILLE CITY ENGINEER

07/14/20
 DATE



5-LANE ARTERIAL
 BICYCLE
 CONFIGURATION



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
6. SIDEWALK WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "SIDEWALK WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER SIDEWALKS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
7. LANDSCAPE WIDTH SHALL BE BASED ON MASTER PLAN COMMUNITY GUIDELINES AS APPLICABLE. REFER TO "LANDSCAPE WIDTH" TABLE ON THIS SHEET FOR ADDITIONAL GUIDANCE. ALL OTHER LANDSCAPE STRIPS SHALL BE 5' MINIMUM WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
8. THE USE OF LOW IMPACT DEVELOPMENT (LID) DESIGN ELEMENTS SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
9. THE MINIMUM HORIZONTAL CLEARANCE FROM THE EDGE OF SHARED-USE PATH PAVEMENT TO AN OBSTRUCTION SHALL BE 2', UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE. SLOPES SHALL BE NO STEEPER THAN 6H:1V FROM EDGE OF SHARED-USE PATH.
10. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
11. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.
12. SHARED-USE PATH SHALL BE 12' WHEN LANDSCAPING STRIP BETWEEN THE ROADWAY AND SHARED-USE PATH IS NOT PRESENT.

LANDSCAPE WIDTH	
MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
88TH ST	5' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH	
MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
88TH ST	8' MIN*
SMOKEY POINT	6' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

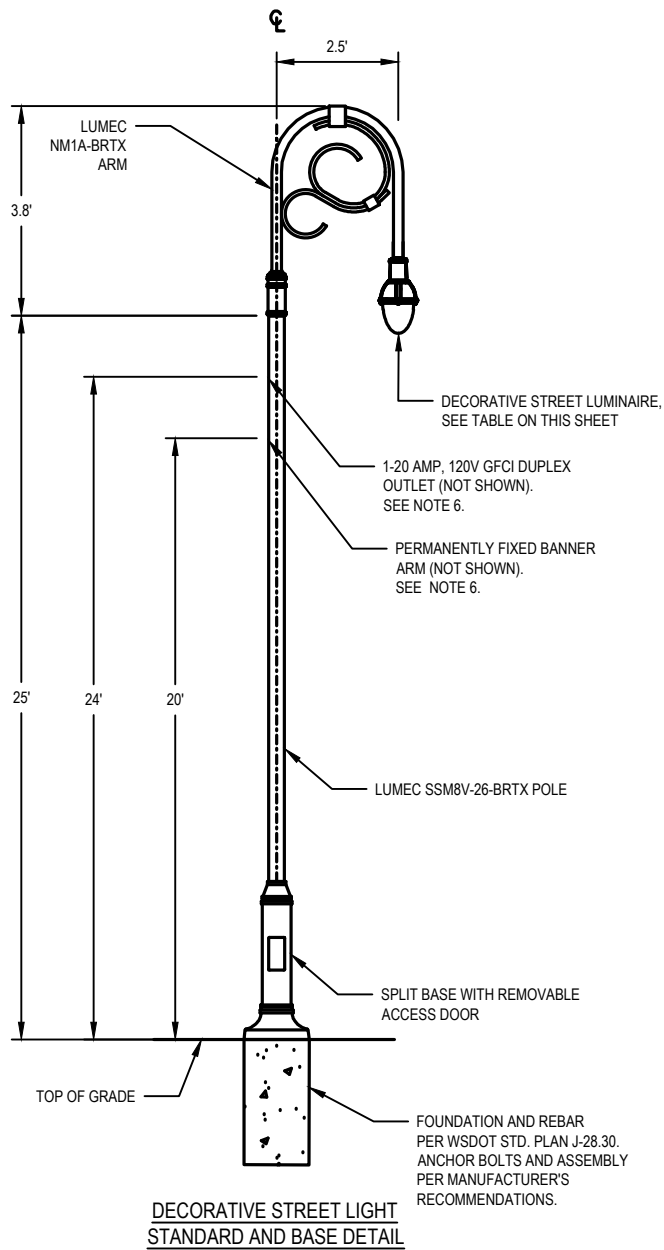
 MARYSVILLE CITY ENGINEER

07/14/20
 DATE



5-LANE ARTERIAL

SHARED-USE PATH
 CONFIGURATION



DECORATIVE STREET LIGHT STANDARD AND BASE DETAIL

DECORATIVE STREET LUMINAIRE						
MANUFACTURER	MODEL	MODEL #	TYPE	DISTRIBUTION	WATTAGE	COLOR TEMPERATURE
SIGNIFY	RENAISSANCE	RN 20 (LARGE)	80 LED	3	135 W*	4,000K
SIGNIFY	RENAISSANCE	RN 20 (LARGE)	80 LED	3	90 W*	4,000K

*ALTERNATE WATTAGE MAY BE USED AS APPROVED BY CITY ENGINEER OR DESIGNEE.

NOTES

1. DECORATIVE STREET LIGHTING STANDARD SHOWN ON THIS SHEET SHALL BE USED FOR THE LAKEWOOD NEIGHBORHOOD MASTER PLAN AREA AND WHISKEY RIDGE NEIGHBORHOOD MASTER PLAN AREA AS DESCRIBED IN THE CITY OF MARYSVILLE ENGINEERING DESIGN AND DEVELOPMENT STANDARDS AND AS DIRECTED BY THE CITY ENGINEER OR DESIGNEE.
2. ALL STREET PEDESTRIAN LIGHT STANDARDS, FIXTURES, AND BASES SHALL BE TEXTURED BRONZE (BRTX) IN COLOR.
3. SEE CITY OF MARYSVILLE SPECIAL PROVISIONS FOR ADDITIONAL STREET LIGHTING STANDARD SPECIFICATIONS.
4. ORIENT STREET LIGHTING STANDARD PERPENDICULAR TO ROADWAY CENTERLINE UNLESS OTHERWISE APPROVED BY CITY ENGINEER OR DESIGNEE.
5. PHOTOMETRIC EVALUATION SHALL BE REQUIRED BASED ON MINIMUM AVERAGE MAINTAINED LIGHT LEVELS AND UNIFORMITY RATIO (AVERAGE LIGHT LEVEL / MINIMUM LIGHT LEVEL) PER CITY OF MARYSVILLE ENGINEERING DESIGN AND DEVELOPMENT STANDARDS CHAPTER 3-506.
6. BANNER ARM AND GFCI OUTLET AT A MINIMUM SHALL BE PLACED ON EVERY OTHER STREET LIGHT STANDARD ALONG ROADWAY SEGMENT.
7. DECORATIVE STREET LIGHT STANDARDS SHALL BE PLACED AT STAGGERED SPACING ON BOTH SIDES OF THE ROADWAY.

APPROVED BY

[Signature]
MARYSVILLE CITY ENGINEER

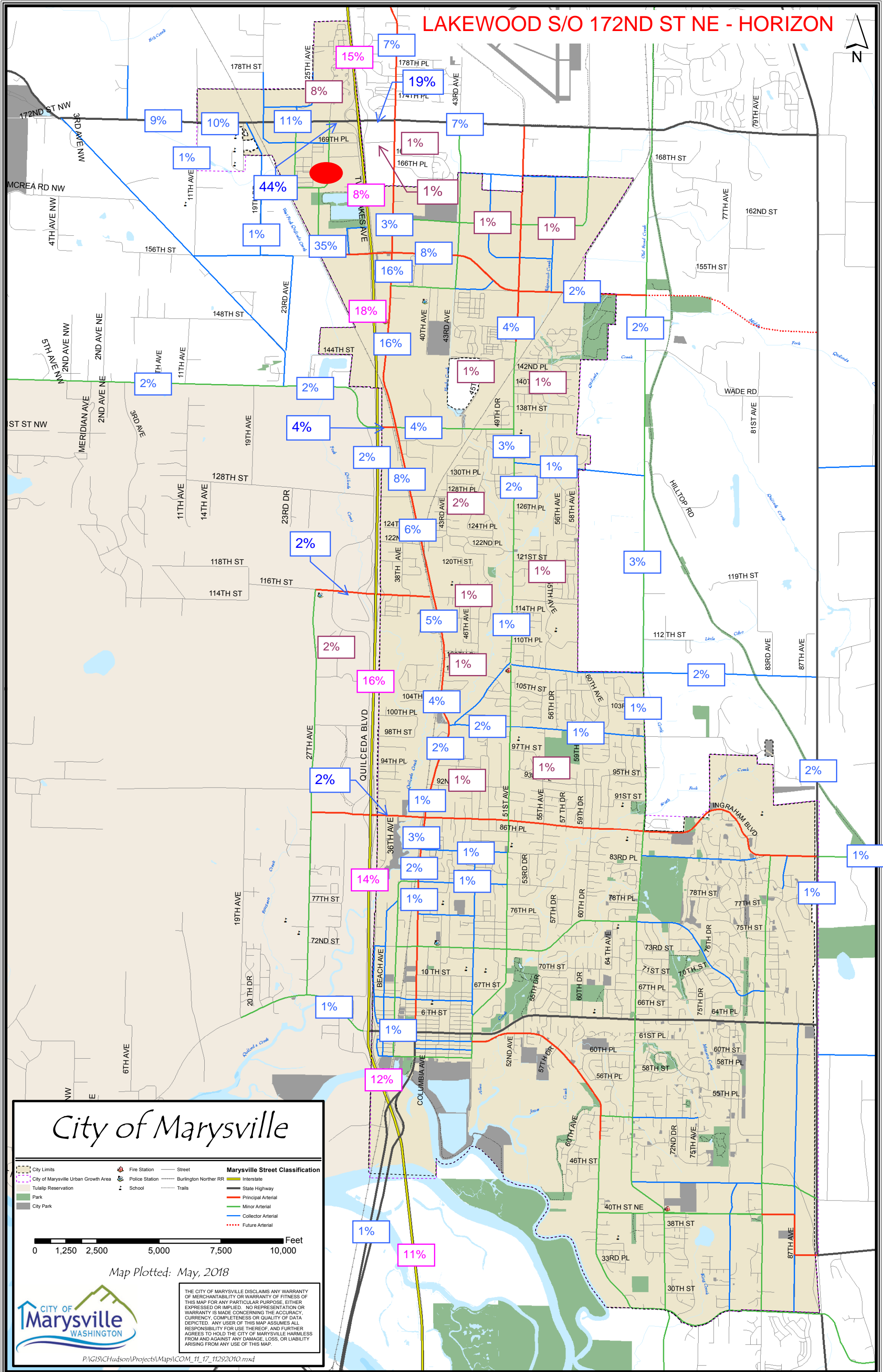
07/14/20

DATE



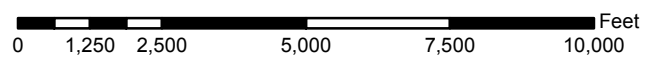
STREET AND PEDESTRIAN LIGHTING STANDARDS - SEGMENT 1

LAKEWOOD S/O 172ND ST NE - HORIZON



City of Marysville

City Limits	Fire Station	Street	Marysville Street Classification
City of Marysville Urban Growth Area	Police Station	Burlington Northern RR	Interstate
Tulalo Reservation	School	Trails	State Highway
Park			Principal Arterial
City Park			Minor Arterial
			Collector Arterial
			Future Arterial



Map Plotted: May, 2018



THE CITY OF MARYSVILLE DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS OF THIS MAP FOR ANY PARTICULAR PURPOSE, EITHER EXPRESSED OR IMPLIED. NO REPRESENTATION OR WARRANTY IS MADE CONCERNING THE ACCURACY, CURRENCY, COMPLETENESS OR QUALITY OF DATA DEPICTED. ANY USER OF THIS MAP ASSUMES ALL RESPONSIBILITY FOR USE THEREOF, AND FURTHER AGREES TO HOLD THE CITY OF MARYSVILLE HARMLESS FROM AND AGAINST ANY DAMAGE, LOSS, OR LIABILITY ARISING FROM ANY USE OF THIS MAP.

LAKEWOOD S/O 172ND ST NE - EXISTING



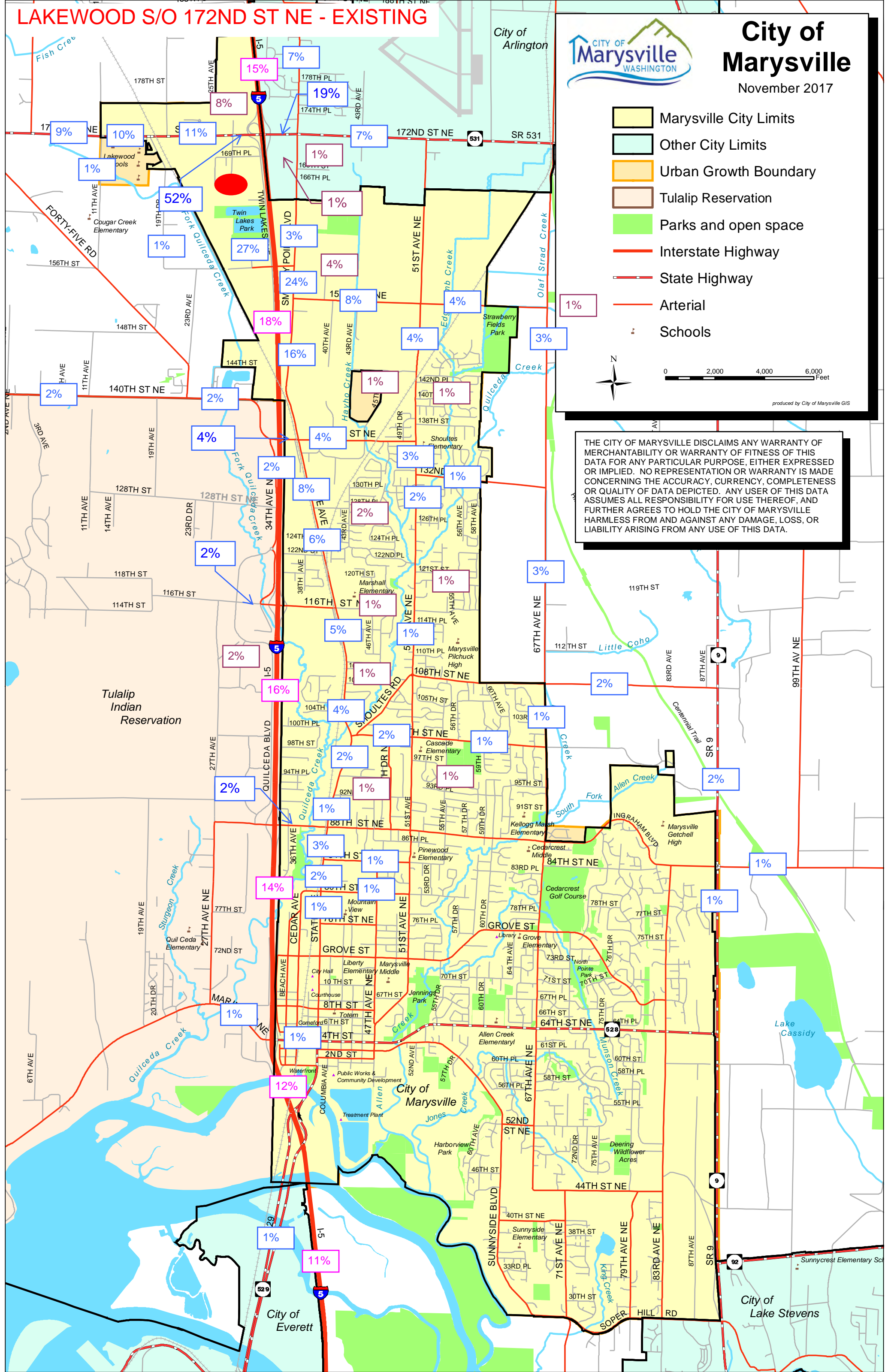
City of Marysville

November 2017

- Marysville City Limits
- Other City Limits
- Urban Growth Boundary
- Tulalip Reservation
- Parks and open space
- Interstate Highway
- State Highway
- Arterial
- Schools



THE CITY OF MARYSVILLE DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS OF THIS DATA FOR ANY PARTICULAR PURPOSE, EITHER EXPRESSED OR IMPLIED. NO REPRESENTATION OR WARRANTY IS MADE CONCERNING THE ACCURACY, CURRENCY, COMPLETENESS OR QUALITY OF DATA DEPICTED. ANY USER OF THIS DATA ASSUMES ALL RESPONSIBILITY FOR USE THEREOF, AND FURTHER AGREES TO HOLD THE CITY OF MARYSVILLE HARMLESS FROM AND AGAINST ANY DAMAGE, LOSS, OR LIABILITY ARISING FROM ANY USE OF THIS DATA.



From: Brooke Ensor
Sent: Thursday, February 23, 2023 12:29 PM
To: Angela Gemmer
Cc: Matthew Eyer
Subject: Mavis-Undi Comp. Plan Amendment and Rezone CPA23002

Angela,
There are no surface water comments on this rezone.

Thank you!

Brooke Ensor

City of Marysville
NPDES Coordinator
Office: 360-363-8288
Cell: 425-754-8480

From: Mike Snook
Sent: Friday, February 10, 2023 11:28 AM
To: Angela Gemmer
Cc: Jordan Sanchez
Subject: PA23-002 Mavis-Undi Comp. Plan Amendment (CPA23002)

Follow Up Flag: Follow up
Flag Status: Completed

Hi Angela,

I have no comments at this time.

Thank you,

Michael Snook, CBO
Building Official
CITY OF MARYSVILLE – Community Development Department
501 Delta Avenue, Marysville WA 98270
360.363.8210
msnook@marysvillewa.gov



February 20, 2023

Ms. Angela Gemmer, Senior Planner

Department of Community Development

City of Marysville

80 Columbia Avenue

Marysville, WA 98270

RE: Mavis-Undi Comp Plan Amendment and Rezone

Request – File# CPA 23-002

Dear Ms. Gemmer:

Because this request is not project specific, it is difficult to anticipate it's future eventual use in light of all of the current residential development in our area.

IF PROPERTY REMAINS R-12:

- 1. How many housing units would be available on this site?**
- 2. Where would the ingress/egress locations be on 169th Place NE?**
- 3. What would the sidewalk/landscaping requirements be for that development?**

IF PROPERTY REZONES TO GC:

- 1. Is it planned to be combined and developed with GC property north to 172nd Street NE?**
- 2. If this property is not combined with development to the north, would a retail mall strip be the likely use and if so would it include restaurant(s)?**
- 3. Are there any plans for a service station for this property?**

WHAT ARE THE FUTURE MEETING DATES(SCHEDULE) FOR 2023 COMP PLAN AMENDMENTS?

I look forward to your reply and appreciate your service to our City.

Respectfully submitted,



Jerald L. (Jerry) Osterman
Past President Lakewood Meadow Association
2605 169th St. NE
Marysville, WA 98271
josterman2@frontier.com
360-654-0144

MISS

C: Kerri Davis, President, Lakewood Meadow Association

2528 168th Pl. NE

kerri6@hotmail.com

425. 681.3221

February 20, 2023

Ms. Angela Gemmer, Senior Planner

Department of Community Development

City of Marysville

80 Columbia Avenue

Marysville, WA 98270

RE: Mavis-Undi Comp Plan Amendment and Rezone

Request – File# CPA 23-002

Dear Ms. Gemmer:

Thank you for advising me of this proposal and providing the opportunity to respond as I have concerns. My home was built and purchased in 2002 as part of Lakewood Meadow Plat which is located just south of 169th Place NE adjacent to the subject property. These properties were annexed into the City of Marysville in 2005. As President of our home owners association (43 homes), I met with City Staff, Planning Commission, Mayor/Council to present our neighborhood concerns of compatible adjacent zoning. The present zoning of R-12 was eventually established south of a horizontal line from the north edge of the subject property from 27th Ave NE westerly to the railroad tracks. The existing R-12 zoning is reflected in the Lakewood Neighborhood Master Plan Zoning Map approved by Marysville City Council in March of 2017(copy enclosed). There was a February 2022 Smokey Point Retail Development proposal (copy enclosed) showing development which would not require the subject property to be rezoned. A major concern is that the rezone proposal does not describe any proposed development for us to evaluate or respond to. What I do know is that the thickness of pavement on 169th Place NE will not provide a barrier to any noise, traffic, visual issues that may arise by virtue of development of the subject property.

Respectfully submitted for your consideration,



Jerald L.(Jerry) Osterman

Past President Lakewood Meadow Association

2605 169th St. NE

Marysville, WA 98271

Josterman2@frontier.com

360-654-0144

C: Kerri Davis, President, Lakewood Meadow Association

Enclosures: Lakewood Meadow Plat Map

Project Vicinity Map

Lakewood Master Plan Zoning Map

Smokey Point Retail Proposal Map

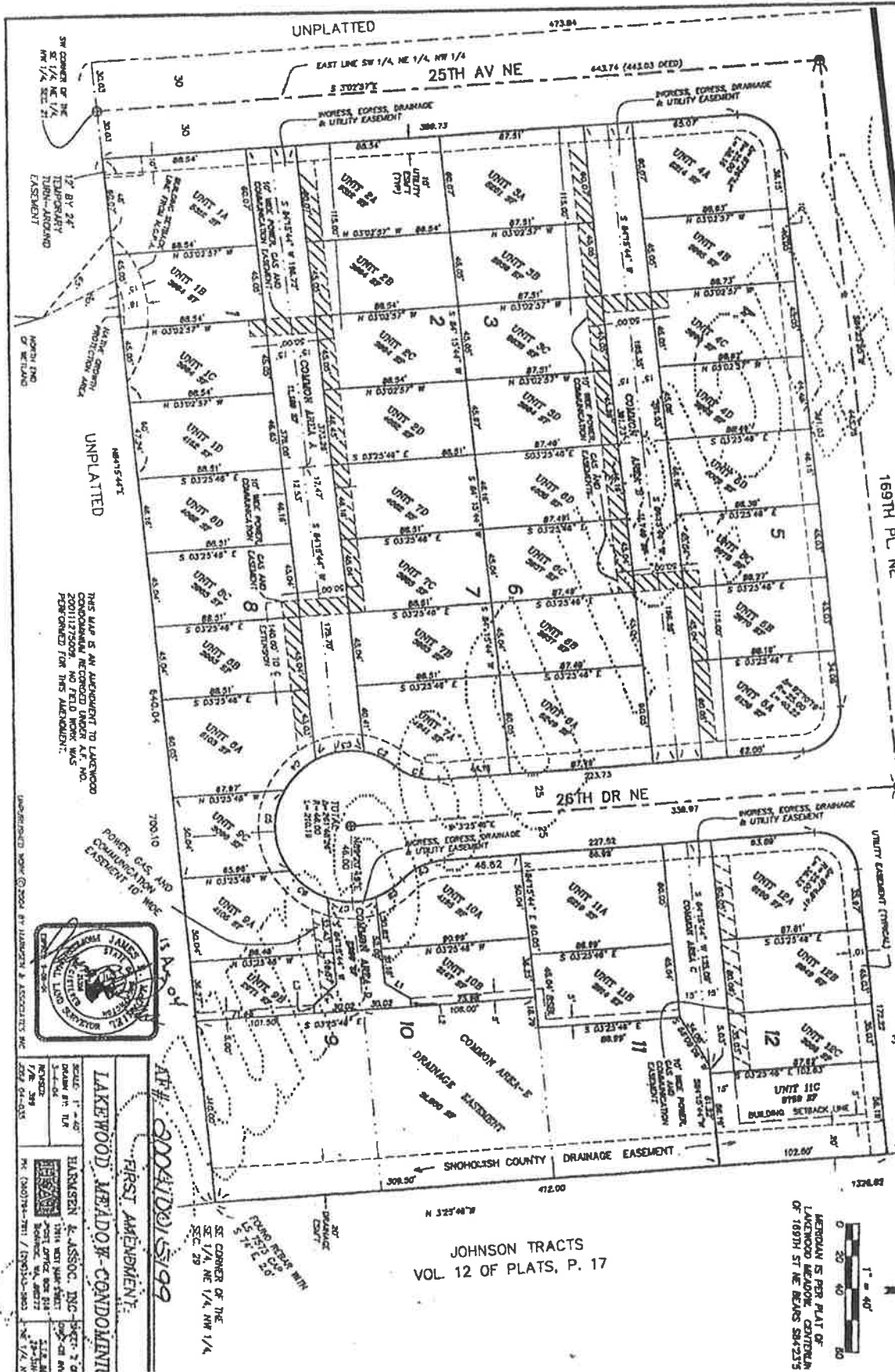
Notice of Application

Land Use Permit Application

LDC Report

Kimley Horn Trip Generation Analysis

MAVIS/UNDI PROPERTY - REZONE REQUEST



FIRST AMENDMENT
LAKWOOD MEADOW CONDOMINIUM
 SECTION 29, TOWNSHIP 21 NORTH, RANGE 5 EAST, R.14
 NE 1/4, NW 1/4
 1/4 CORNER SEC 21

THIS MAP IS AN AMENDMENT TO LAKWOOD CONDOMINIUM RECORDED UNDER A.T. NO. 20011275009. NO FIELD WORK WAS PERFORMED FOR THIS AMENDMENT.



AP# 00041015199
 FIRST AMENDMENT
LAKWOOD MEADOW CONDOMINIUM
 HANSEN & ASSOC. INC.
 1715 WEST 104TH STREET
 SUITE 200
 BURNING WOOD, MN 55337
 (763) 251-1111 / (952) 251-1111

JOHNSON TRACTS
 VOL 12 OF PLATS, P. 17

LEGEND IS PER PLAT OF LAKWOOD MEADOW CONDOMINIUM OF 169TH ST NE BEARS S84235

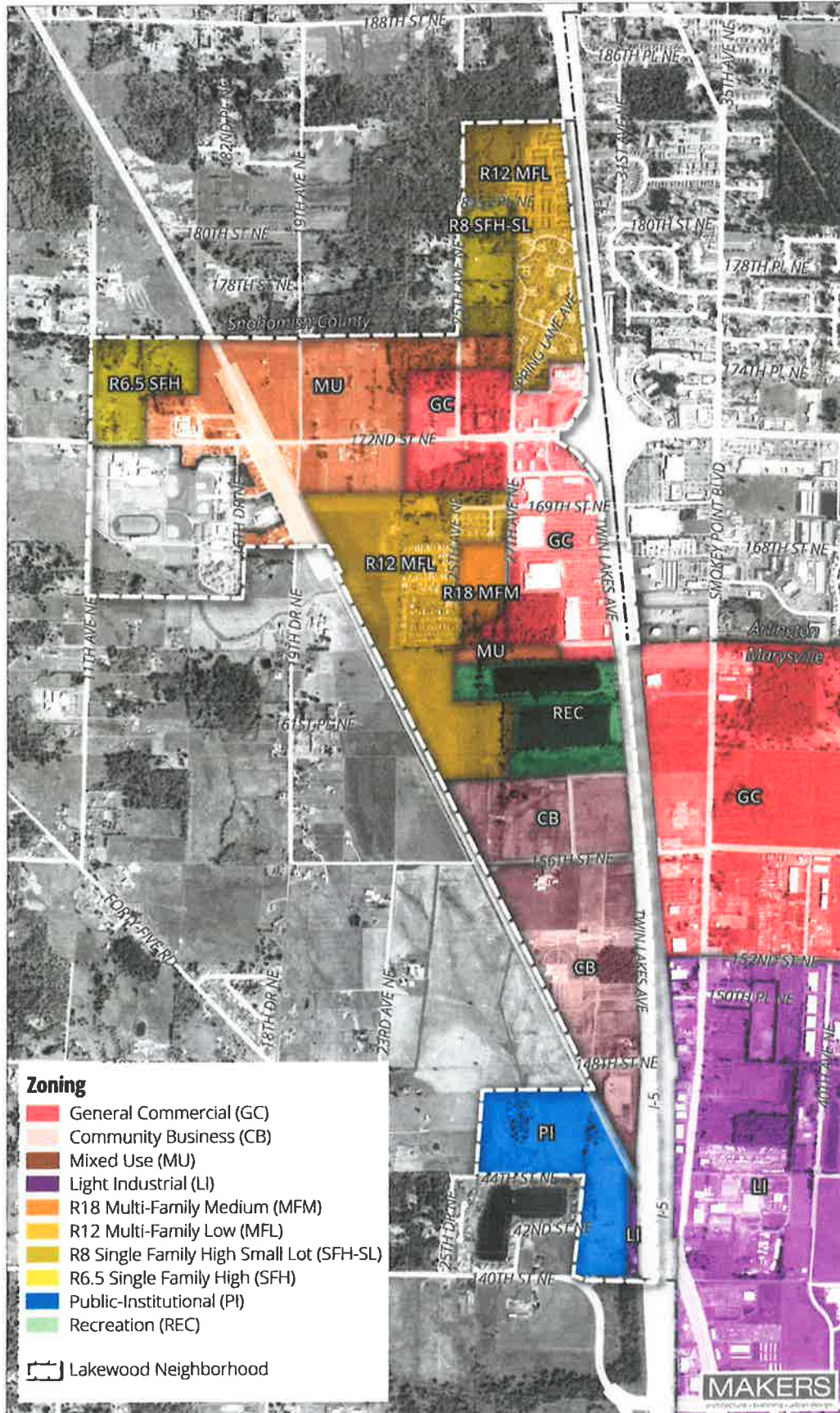
Attachment B Vicinity Map

WRA15 -
Und Property



Legend
project site

Zoning



- Zoning**
- General Commercial (GC)
 - Community Business (CB)
 - Mixed Use (MU)
 - Light Industrial (LI)
 - R18 Multi-Family Medium (MFM)
 - R12 Multi-Family Low (MFL)
 - R8 Single Family High Small Lot (SFH-SL)
 - R6.5 Single Family High (SFH)
 - Public-Institutional (PI)
 - Recreation (REC)

Lakewood Neighborhood

Figure 1. Existing zoning in the Lakewood neighborhood.

Feet



SMOKEY POINT RETAIL DEVELOPMENT

02 172ND ST NE | MARYSVILLE, WA

REF: MARKETING PROPOSAL
KIDDER MATHIEWS
LISTING 1A: 25061119
2/15/22

