



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

April 27, 2022

Brian Ludwig
Innova Architects, Inc.
950 Pacific Avenue, Suite 450
Tacoma, WA 98402

Re: Undi Commerce Park – *Technical Review 1*
PA 22008

Dear Brian,

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

1. Provide File Number PA22008 on all future site, civil and landscape plan submittals.
2. The amended NWP issued by the US Army Corps of Engineers (Corps) authorizes 1,300 c.y. of fill to install a two 36-inch and one 18-inch diameter culvert in an unnamed ditch. The approval was valid through March 18, 2022, unless the NWP is modified, reissued, or revoked prior to that date. However, if the authorized work has not been completed by that date and you have commenced or are under contract to commence this activity before March 18, 2022, you will have until March 18, 2023, to complete the activity.

It does not appear that this work has commenced, or under contract to commence the work, as permit approval has not been granted by the City of Marysville. Therefore, it appears the NWP may be expired.

3. An existing conditions sheet will need to be provided, which depicts all encumbrances outlined in Schedule B of the Title Report prepared by Old Republic Title, Ltd., dated February 1, 2022. If the encumbrances cannot be depicted they shall be referenced.
4. It appears UPC is proposing two 30' wide accesses through APN 31053300302400 to 40th Street NE. Please provide a copy of the recorded access easement between UCP and APN 31053300302400. 40th Street NE is failing and directing trips to this roadway may not be desired by Public Works. Access from UPC through APN 31053300302400 to 40th Street NE will be required to be approved by the City Engineer.
5. Sheet A0.1 – Overall Site Plan, shall be amended, as follows:
 - a. Pursuant to [MMC 22G.120.060](#)(3)(b), provide additional sheets at a reviewable scale (i.e. 1" = 20', 1"= 30', 1"= 40' or 1" = 50').
 - b. The site plan shall be revised to comply with EDDS 3.301 *Arterial Access Management Standards*. See attached comments from Kacey Simon, Civil Plan Reviewer, dated April 14, 2022 and Jesse Hannahs, PE, Traffic Engineering Manager, dated April 27, 2022.
 - c. Provide storage space and collection points for recyclables in accordance with [MMC 22C.020.320](#). Additionally, note the required SF calculations on the site plan, including area provided. This is in addition to the solid waste collection areas below.

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

- d. Provide collection points for solid waste. Contact Skip Knutsen, Public Works Service Manager, at 360.363.8173 or sknutsen@marysvillewa.gov, for solid waste collection area dimensional and location criteria.

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

- e. Thank you for referencing the minimum turning radii on the site plan. Depict actual turning radii proposed on site plan.
- f. Provide an auto-turn exhibit showing that the largest trucks navigating through the site will not damage any vertical curbs and landscape islands.
- g. Additional pedestrian connections traversing the proposed drive-aisles and in some instances landscape buffers, shall be provided per the attached redlines

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

- h. Provide carpool parking locations and calculations in accordance with [MMC 22C.130.030\(3\)](#).
- i. Provide a detail of the required carpool parking signage. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.
- j. Provide bicycle parking locations and calculations in accordance with [MMC 22C.130.060](#).
- k. Add the following notes:

- . Where illuminated signs and illuminated areas are permitted, such illuminating devices shall be shaded and/or directed so as not to visibly create a nuisance to any property in a residential zone classification. Residential zoning is located to the east of the proposed development.
- . Mechanical equipment located on the roof, facade or external portions of a building shall be architecturally screened so as not to be visible from adjacent properties at street level or the public street.
- . Equipment or vents which generate noise or air emissions shall be located on the opposite side of the building from adjoining residentially designated properties.
- . Industrial and exterior lighting shall not be used in such a manner that it produces glare on public highways. Arc welding, acetylene-torch cutting, or similar processes shall be performed so as not to be seen from any point beyond the outside of the property.
- . The storage and handling of inflammable liquids, liquefied petroleum, gases, and explosives shall comply with rules and regulations falling under the jurisdiction of the city's fire chief, and the laws of the state of Washington. Bulk storage of inflammable liquids below ground shall be permitted, and the tanks shall be located not closer to the property line than the greatest dimension (diameter, length or height) of the tank.
- . Provisions shall be made for necessary shielding or other preventive measures against interference as occasioned by mechanical, electrical and

nuclear equipment, and uses or processes with electrical apparatus in nearby buildings or land uses.

- . Liquid and solid wastes and storage of animal or vegetable waste which attract insects or rodents or otherwise create a health hazard shall be prohibited. No waste products shall be exposed to view from eye level from any property line in an industrial district.
- . All necessary power lines, telephones wires, television cables, fire alarm systems and other communication wires, cables or lines shall be placed in underground location either by direct burial or by means of conduit or duct. All such underground installations or systems shall be approved by the appropriate utility company and shall adhere to all governing applicable regulations including, but not limited to, the applicable City and State regulations and specific requirements of the appropriate utility pursuant to MMC 22G.120.270.

6. A preliminary landscaping plan depicting all of the applicable elements outlined in [MMC 22C.120.030](#) will be required to be submitted, prior to granting industrial site plan approval. The following are specific design requirements outlined in [MMC Chapter 22C.120](#):

- a. The project engineer and landscape architect shall confirm any required landscaping proposed to be located within a bioretention cell can survive and flourish within the bioretention swale.
- b. All landscaped areas shall be provided with an irrigation system or a readily available water supply with at least 1 outlet located within 50' of all plant material.
- c. Water conservation measures shall be applied as outlined in [MMC 22C.120.050](#).
- d. A 15' L3 landscape buffer is required between Smokey Point Boulevard and 152nd Street NE and the proposed parking, drive-aisle and storage areas.
- e. The perimeter of the site shall be screened by one of the following techniques, or equivalent:
 - . A five-foot-wide L1 visual screen;
 - . A six-foot-high solid masonry wall or sight-obscuring fence five feet inside the property line with an L2 buffer between the fence and the property line; and
- f. Stormwater management facilities require a 5' L5 landscape buffer around the perimeter of the facility.
- g. All garbage collection, dumpsters, recycling areas, loading and outdoor storage or activity areas (including but not limited to areas used to store raw materials, finished and partially finished products and wastes) shall be screened from view of persons on adjacent properties and properties that are located across a street or alley. Screening may be accomplished by any one of the following techniques or their equivalent:
 - . A five-foot-wide L1 visual screen;
 - . A six-foot-high solid masonry wall or sight-obscuring fence five feet inside the property line with an L2 buffer between the fence and the property line; and
 - . Storage areas are not allowed within 15 feet of a street lot line.
- h. In addition to the hardscaped screening requirements for garbage collection, dumpsters and recycling areas, a minimum 5' L2 screen shall be provided around the perimeter.

- i. 10% of the required parking areas shall be landscaped with L4 landscaping, provided that:
 - . No parking stall shall be located more than 45' from a landscaped area;
 - . All landscaping must be located between parking stalls, at the end of parking columns, or between stalls and the property line;
 - . All individual planting areas within parking lots shall be planted with at least one tree, be a minimum of 5' in width and 120 SF in size, and in addition to the required trees, shall be planted with a living groundcover;
 - . All landscaped areas shall be protected from vehicle damage by a 6" protective curbing. Wheel stops may be substituted when required to allow storm water to pass.
 - . A minimum 2' setback shall be provided for all trees and shrubs where vehicles overhang into planted areas.
- j. Street trees are required to be planted along all public streets and private access driveways, and comply with the following:
 - . Street trees shall be planted 5 to 8' behind the sidewalk to create a continuous canopy.
 - . Street trees shall meet the most recent ANSI standards for a 1 1/2" caliper at the time of planting and shall be spaced to provide a continuous canopy coverage within 10-years.
- k. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street or pedestrian pathway they shall be screened with vegetation or by architectural features.
- l. The landscape plan shall include maintenance provisions, as outlined in [MMC 22C.120.180](#).

All landscaping shall comply with the design standards outlined [MMC Chapter 22C.120](#) and the Marysville Administrative Landscaping Guidelines.

- 7. Prior to civil construction plan approval an illumination shall be approved and designed in accordance with [MMC 22C.130.050](#)(3)(d), as follows:
 - a. 25' maximum height;
 - b. Fixtures shall be full cut-off, dark sky rated, with lower fixtures preferable so as to maintain a human scale;
 - c. Pedestrian scale lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrian to identify a face 45 feet away in order to promote safety;
 - d. Parking lot lighting shall be designed to provide security lighting to all parking spaces;
 - e. Lighting shall be shielded in a manner that does not disturb residential uses or pose a hazard to passing traffic. Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line.
 - f. Fixture design shall incorporate unique design features that coincide with the architectural design of the building(s); and

Enclosed are copies of comments received from other City departments, and reviewing agencies. Revised application materials must be accompanied with a written response

detailing how each of the items outlined above and attached hereto have been addressed, and what sheet the change(s) can be found on.

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

Sincerely,

Chris Holland

Chris Holland
Planning Manager

e-copy: Haylie Miller, CD Director
Paul McCormick, applicant



MARYSVILLE
WASHINGTON

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

MEMORANDUM

To: Chris Holland, Planning Manager

From: Kacey Simon, Civil Plan Reviewer

RE: Undi Commerce Park, File# PA22-008
Approximately 815,484 SF of tilt up warehouse space
14407, 14511, 14525, 14607, 14621, 14715 & 14725 Smokey Point Blvd.
Parcel's # 31053300302500, 31053300302300, 31053300301900, 31053300302700,
31053300300300, 31053300300900, 31053300301000, 31053300300500, 31053300302200,
31053300303000, 31053300303100, 31053300301100, 31053300302600, 31053300301200

Date: 4/14/2022

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

1. **Existing utilities:**

a. Sanitary sewer:

1. Smokey Point Blvd: A 10" polyvinyl main can be found along Smokey Point Blvd and cutting east across the middle of the site and can be found on record drawing RD66 and S98.
2. 152nd St NE: A 10" concrete main can be found along 152nd ST NE and can be found on record drawing S697.

b. Water:

1. Smokey Point Blvd: An 18" ductile iron main can be found along Smokey Point Blvd and can be found on record drawing RD66.
2. 152nd St NE: A 10" ductile iron main can be found along 152nd ST NE and can be found on record drawing W255.

c. Storm:

1. Smokey Point Blvd: Storm currently fronts the project along Smokey Point Blvd and can be found on record drawing RD66.
2. 152nd St NE: Storm currently fronts the project along 152nd ST NE and can be found on record drawing SD351.

2. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project. All utilities currently front the project and will not need to be extended.

3. **Frontage Improvements:** Frontage improvements are required per MMC 12.02A.090 on all projects. Frontage improvements are described as curbs, gutters, and sidewalks;

underground storm drainage facilities; patching the street from its preexisting edge to the new curb line; and overlayment of the existing public street to its centerline.

- a. 152nd ST NE is classified as a 3 lane arterial and is to be built compliant with SP 3-201-004 of the EDDS with a 5' sidewalk, 5' planter and a bike lane.
- b. Smokey Point Blvd is considered a principal arterial and has already had frontage improvements completed.

4. Dedication Requirements:

- a. It appears that roughly 5 feet will need to be dedicated to the City along Smokey Point Blvd, a 45 foot half-width is required.
- b. It does not appear that additional right-of-way is required for 152nd St NE.

5. Access:

- a. Per EDDS 3-301 only 1 full access is allowed for every 500 feet along an arterial frontage. It appears the project will only be allowed 2 access points along Smokey Point Blvd.
- b. Access on 152nd will need to be shifted to the east unless a different direction is provided by the traffic engineer.
- c. The minimum width of a commercial driveway is 24-feet and the maximum is 40-feet.
- d. Per EDDS 3-302 bullet 5: A minimum corner clearance of 50 feet shall be maintained from the nearest edge of any access point to the edge of traveled way. When minimum corner clearances cannot be attained, the Engineer may require investigation to substantiate whether or not left turns should be prohibited into or out of the access point. See standard plan 3-301-001 dimension A.

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

- a. Stormwater drainage: The city has adopted the 2012 Ecology Manual as amended in 2014. Projects above the 2,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington.
- b. Ecology has given us clear direction that a pumping system is not allowed. Please remove comment about the pump station being conveyed to the bio-swale.
- c. Please provide a basin map.
- d. Please provide a complete SWPPP or state if project is being phased.
- e. The maximum allowed impervious surface coverage for the Zoning designation is 85%.

Standard Comments:

7. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.
8. 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.

9. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.
10. A right of way use permit for all work proposed within City right of way is required. Cost for the ROW permit is \$250.00. ROW permit fees must be paid before right of way permit issuance.
11. 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.
12. 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.
13. 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
14. **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.
15. 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 or at (360) 363-8280.

cc: Ken McIntyre, PE, Development Services Manager



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Chris Holland, Planning Manager

FROM: Brad Zahnow, Development Services Technician

DATE: April 14, 2022

SUBJECT: PA22-008 Undi Commerce Park
14407, 14511, 14525, 14607, 14621, 14715 & 14725 Smokey Point Blvd
APNs: 31053300302500, 31053300302300, 31053300301900,
31053300302700, 31053300300300, 31053300300900,
31053300301000, 31053300300500, 31053300302200,
31053300303000, 31053300303100, 31053300301100,
31053300302600, 31053300301200

Utility Capital Improvement Fees

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

Recovery (Latecomer) Fees

None applicable to this project.

Utility Main Fees

None applicable to this project.

ULID/LID Fees

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

Rick Knopf

Public Finance, Inc.

Publicfinanceinc@gmail.com

(425) 885-1604

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270



UTILITY CAPITAL IMPROVEMENT CHARGES - 2022

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

RESIDENTIAL UNITS

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

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

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

COMMERCIAL / INDUSTRIAL

WATER

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

SEWER

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

SURFACE WATER / STORM DRAINAGE

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

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

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

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



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Chris Holland, Planning Manager

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

DATE: April 15th, 2022

SUBJECT: Undi Commerce Park, PA22008

Public Works Operations has reviewed the Undi Commerce Park submittal and has the following comments:

1. FH 12 is calling out a 12"x6" Tee in the existing 18" water main. The hydrant assembly will need to be a live tap;
2. FH 13 is calling out a 12"x6" Tee on an 8" water main;
3. FH 14 is calling out a 12"x6" Tee on an 8" water main;
4. Plans do not show locations of domestic meter or irrigation meters with appropriate backflow prevention;
5. Plans indicate existing water meters along State Ave. Will these service lines and meters be used? If not they will need to shut off at water main and removed;
6. Hydrant assemblies require the installation of Storz adapters;
7. Water details are not shown on plans.

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

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Chris Holland, Planning Manager

FROM: Brooke Ensor, NPDES Coordinator

DATE: 4/11/2022

SUBJECT: PA22-008 Undi Commerce Park

1. The City has adopted the 2012 Stormwater Management Manual for Western Washington, as amended in 2014 (2014 Manual), as our design standard. All projects must conform to these standards and use Low Impact Development techniques when feasible.
2. If your project triggers Minimum Requirement #6 Runoff Treatment, please refer to Marysville Municipal Code section 14.15.050 for treatment type thresholds.
3. Surface Water capital improvement charges will apply to your project. Refer to code section 14.07.010 for more information.
4. For commercial projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control will be required to record a covenant/easement for all of the facilities that will become privately owned and maintained (attached). A draft should be submitted with Civil Plan review documents. An online copy of this form can be found by visiting the City web site:
<http://www.marysvillewa.gov/96/Community-Development> then clicking on "Permit applications, forms and fees" then "Engineering Services."
5. Will construction be phased for this project? Please show phases or trucking route(s) through the site on the SWPPP. The number of construction entrances should be minimized if possible.
6. As noted in the offsite analysis the ditch lines at this site drain adjoining properties. The ditch lines must be preserved or piped to maintain the historic flow paths. If piping is to occur the applicant must assess the quantity of water discharged to the ditch line and size conveyance accordingly.
7. Will the buildings that have drive-in doors be designed for auto repair activities? If so these buildings would be high use and the associated drainage areas would need oil control.
8. City requirements do not negate any other state or federal requirements that may apply.

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270

If you have questions regarding these comments, please contact me at 360-363-8288 or bensor@marysvillewa.gov.

cc: Matt Eyer, Storm/Sewer Supervisor



Stormwater Covenant and Easement

Community Development Department 80 Columbia Avenue Marysville, WA 98270

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

Instructions Page

For the Developer:

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

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

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

Recording notes:

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

When Recorded, Return to:

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

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

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

Stormwater Covenant and Easement (MMC 14.15.155)

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

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

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

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

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

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

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

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

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

- (1) The Grantor, on behalf of the Grantor and the Grantor's heirs, successors, and assigns, agrees to and shall:
 - (a) inspect and maintain the above described drainage control facilities in accordance with the provisions of Marysville Municipal Code (MMC) Title 14, the approved Facility Maintenance Plan (attached hereto as Exhibit B and incorporated by this reference), and any other provisions applicable to the facilities, as now and hereafter in effect;
 - (b) implement the terms of the drainage control plan required for development; and
 - (c) inform all future purchasers, heirs, successors, and assigns of the existence of the drainage control facilities and other elements of the drainage control plan and the limitations of the drainage control facilities.

- (2) The Grantor, on behalf of the Grantor and the Grantor's heirs, successors, and assigns, hereby grants permission for authorized representatives of the City of Marysville to enter onto the Property for inspection, monitoring, correction, or abatement of conditions related to the Property's drainage control plan, drainage control facilities, MMC Title 14, or any other MMC provision applicable to drainage control, as now and hereafter in effect.

- (3) If the private storm drainage system is not maintained in accordance with the approved or record drawing design, the Grantor, on behalf of the Grantor and the Grantor's heirs, successors, and assigns grants the City the right to inspect and repair the system and assess reasonable costs for the work that may be charged against the Property, the Property owner, or any beneficiary.

- (4) The Grantor, on behalf of the Grantor and the Grantor's heirs, successors, and assigns:
 - (a) Agrees and acknowledges that the City is not responsible for the adequacy or performance of the drainage control plan or the drainage control facilities;
 - (b) Agrees to accept any and all risks of harm, loss, injury, or damage related to the drainage control plan or the drainage control facilities; and
 - (c) Hereby waives any right to assert any and all present and future claims against the City, whether known or unknown, for any harm, loss, injury, or damage occurring either on or off the Property, related to the drainage control plan, the drainage control facilities, or drainage

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

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

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

By: _____ Date: _____

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

Type company name here

Type address here

Type City, State, Zip here

By: _____ Date: _____

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

Type company name here

Type address here

Type City, State, Zip here

ACKNOWLEDGEMENT

(Individual)

STATE OF WASHINGTON)
)ss.
COUNTY OF SNOHOMISH)

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

DATED this _____ day of _____, 20_____.

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of

Washington, residing at _____

My commission expires _____

(Entity)

STATE OF WASHINGTON)

)ss.

COUNTY OF SNOHOMISH)

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

DATED this _____ day of _____, 20_____.

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of

Washington, residing at _____

My commission expires _____

ACKNOWLEDGEMENT

(Individual)

STATE OF WASHINGTON)
)ss.
COUNTY OF SNOHOMISH)

I certify that I know or have satisfactory evidence that _____
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act for the uses and purposes mentioned in the instrument.

DATED this _____ day of _____, 20_____.

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of

Washington, residing at _____

My commission expires _____

(Entity)

STATE OF WASHINGTON)
)ss.
COUNTY OF SNOHOMISH)

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acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute
the instrument and acknowledged it as the _____
of _____ to be the free and voluntary act of such party for the uses
and purposes mentioned in the instrument.

DATED this _____ day of _____, 20_____.

(Legibly print name of notary)

NOTARY PUBLIC in and for the State of

Washington, residing at _____

My commission expires _____

EXHIBIT A

LEGAL DESCRIPTION

(Insert complete legal description):

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

EXHIBIT B

FACILITIES MAINTENANCE PLAN



MEMORANDUM

TO: Chris Holland – Planning Manager

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

DATE: April 27, 2022

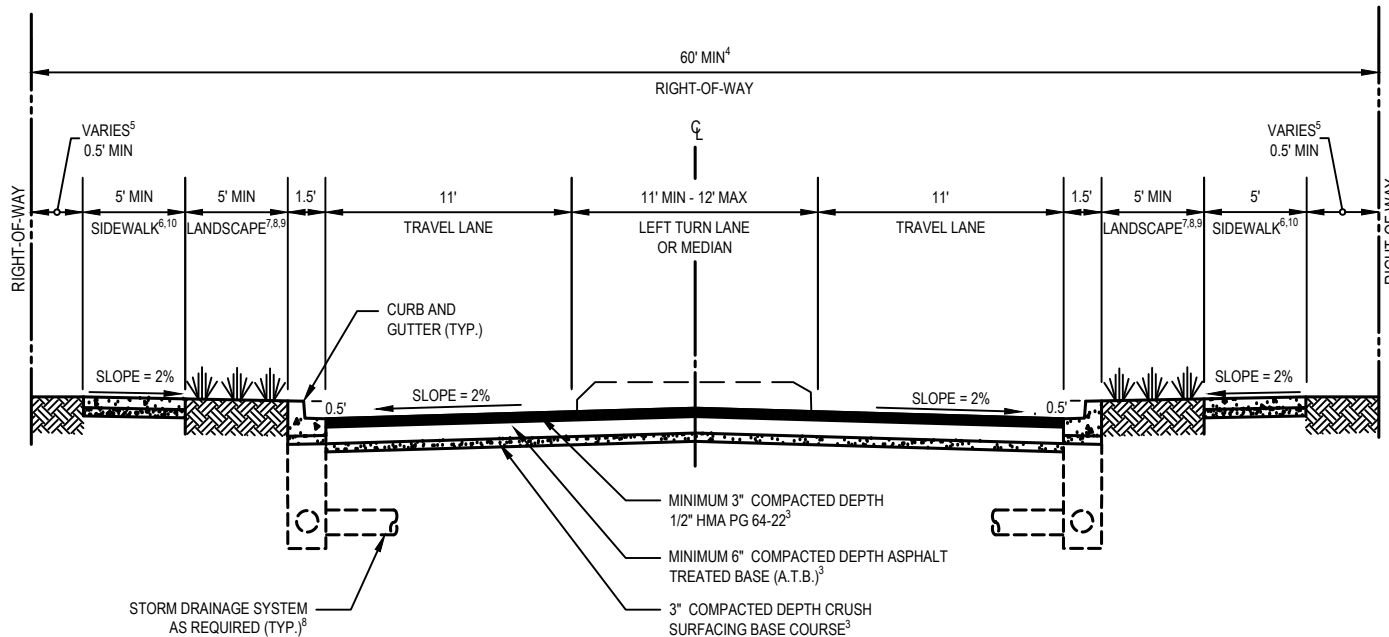
SUBJECT: PA 22-008 – Undi Commerce Park

I have reviewed the Undi Commerce Park Site Plan for the proposed Warehouse/Office on the east side of State Avenue south of 152nd St 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.
 - b. TIA should follow City guidelines to be provided.
 - i. Trip Distribution shall follow representations to be provided for neighboring areas developed based upon Comprehensive Plan Traffic Model to be provided.
 1. Trip distributions for Existing and Horizon year shall be based upon corresponding roadway network for each.
 - ii. Intersection Analysis shall be required for Existing and Horizon years, based upon Trip generation of 316 PM Peak Hour trips for any intersection during either time period with a trip distribution of 8% or greater total through the intersection.
 1. For Existing year based upon distribution provided, this appears to be the intersections listed in the TIA plus:
 - a. The City or Arlington and/or WSDOT may request analysis of the following intersections or others at their request through development review or SEPA:
 - i. I-5 & 172nd ST NE (SR 531) Interchange signalized intersections
 - ii. Smokey Point Blvd. & 172nd ST NE (SR 531)
 - iii. 172nd St NE (SR 531) & 51st Ave NE
 - b. Snohomish County may request analysis of intersections upon 67th Ave NE at their request through development review or SEPA:

2. Distribution and determination of intersections for analysis for Horizon year shall be determined through re-submittal of TIA and/or revised Scoping Memo.
 - a. Horizon year analysis should assume HZ roadway system is in place and TIF calculation projects are constructed.
 - 3) Frontage improvements including street lighting as well as ROW dedication may be required, specifically but not limited to, on 152nd St NE.
 - a. 152nd St NE, per the Comp Plan is designated as a Minor Arterial per EDDS Standard Plan 3-201-004.
 - 4) Per EDDS 3-301, Arterial Access Management Standards shall apply:
 - a. Per Access management standards, one access is allowed onto an arterial for each 500' of frontage.
 - i. With frontage length on Smokey Point Blvd. of 1024', only three (3) access points shall be allowed onto State Ave.
 - b. Spacing of access points must meet access management standards.
 - i. Closely spaced access points between building A & Building G shall not be approved.
 - ii. Access points shall align with existing access points on the west side of Smokey Point Blvd. or meet access management standards.
 1. Show west side access points on site plan and civil construction plans.
 - c. Existing curb cuts on property frontage which are not to be utilized, shall be removed and replaced with roadway standard landscape strip and sidewalk.
 - 5) Per EDDS 3-506, street lighting will be required.
 - a. Smokey Point Blvd.
 - i. Existing City owned decorative street lighting is present along frontage and shall be maintained throughout project.
 - ii. Any damage to street lighting system shall be repaired in kind by the development contractor.
 - iii. If relocation of decorative street lighting is required as part of project for access point relocation, etc., design of such shall be required as part of civil construction plans.
 - b. 152nd ST NE:
 - i. Street Lighting upon 152nd ST NE) shall be PUD installed fiberglass pole installation type street lighting.
 1. 152nd ST NE shall be designed as a minor arterial utilizing 250 watt equivalent LED fixtures.
 2. Spacing of fixtures should be approximately 180'-220'.
 3. 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.
 - a. Street light shall be provided a minimum of 20' to the east of proposed 152nd ST NE access point.
 4. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD street lighting.

- 6) A signing and channelization plan shall be required as part of civil construction plans.
 - a. Existing channelization shall be identified and replaced/repared if necessary by development contractor.



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

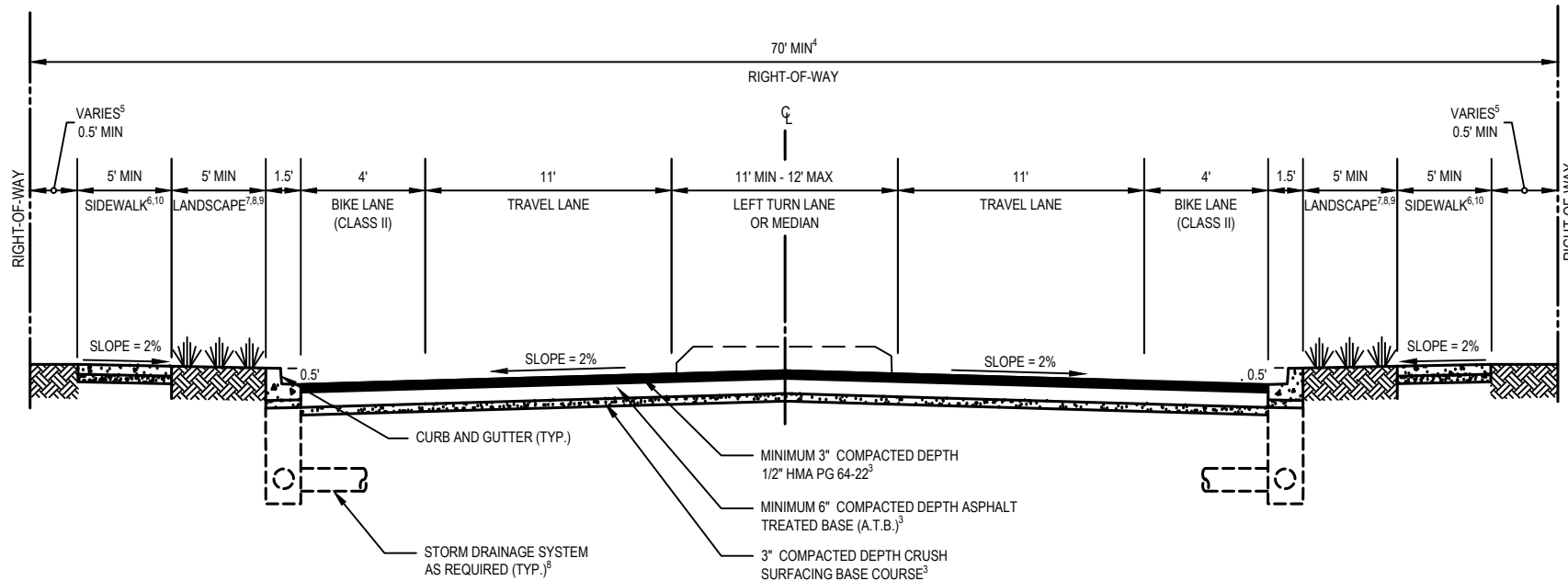
[Signature]
MARYSVILLE CITY ENGINEER

07/14/20

DATE



3-LANE ARTERIAL



NOTES:

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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

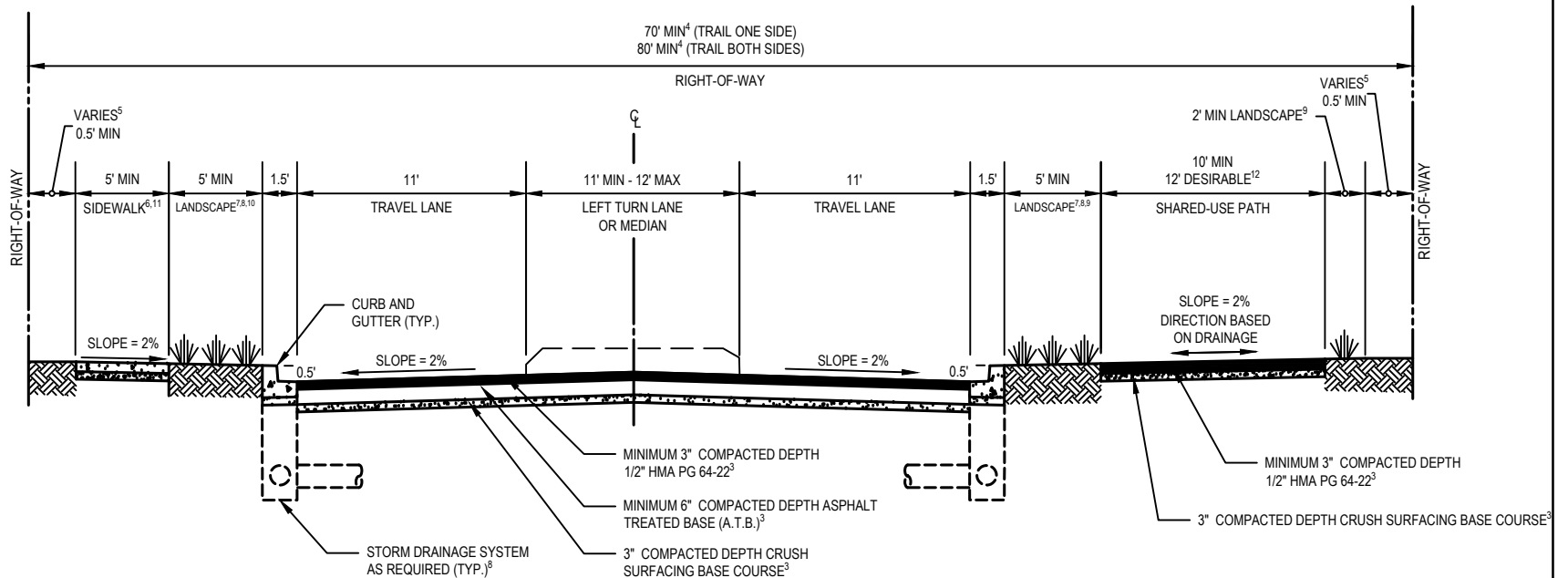
07/14/20

DATE



3-LANE ARTERIAL

BICYCLE
CONFIGURATION



NOTES:

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- INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
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- 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.
- 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.
- 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.
- 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



MEMORANDUM

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

DATE: December 22, 2021

SUBJECT: City of Marysville - Traffic Impact Analysis Guidelines

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

Purpose of TIA:

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

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

Definitions:

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

TABLE 1: INTERSECTION ANALYSIS IMPACT THRESHOLDS

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 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 approach, or
 - b) Utilize the peak 15 minute period for the entire intersection and multiple those volumes by 4.
 - (2) Unsignalized intersections:
 - a) Approach PHF's.
 - v) Queuing:

- (1) Queuing analysis may be required in areas of known queue constraints.
- (2) Queue lengths shall be calculated at the 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

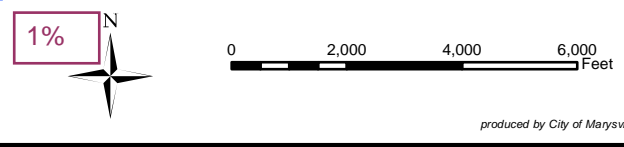
MIC SOUTH - EXISTING



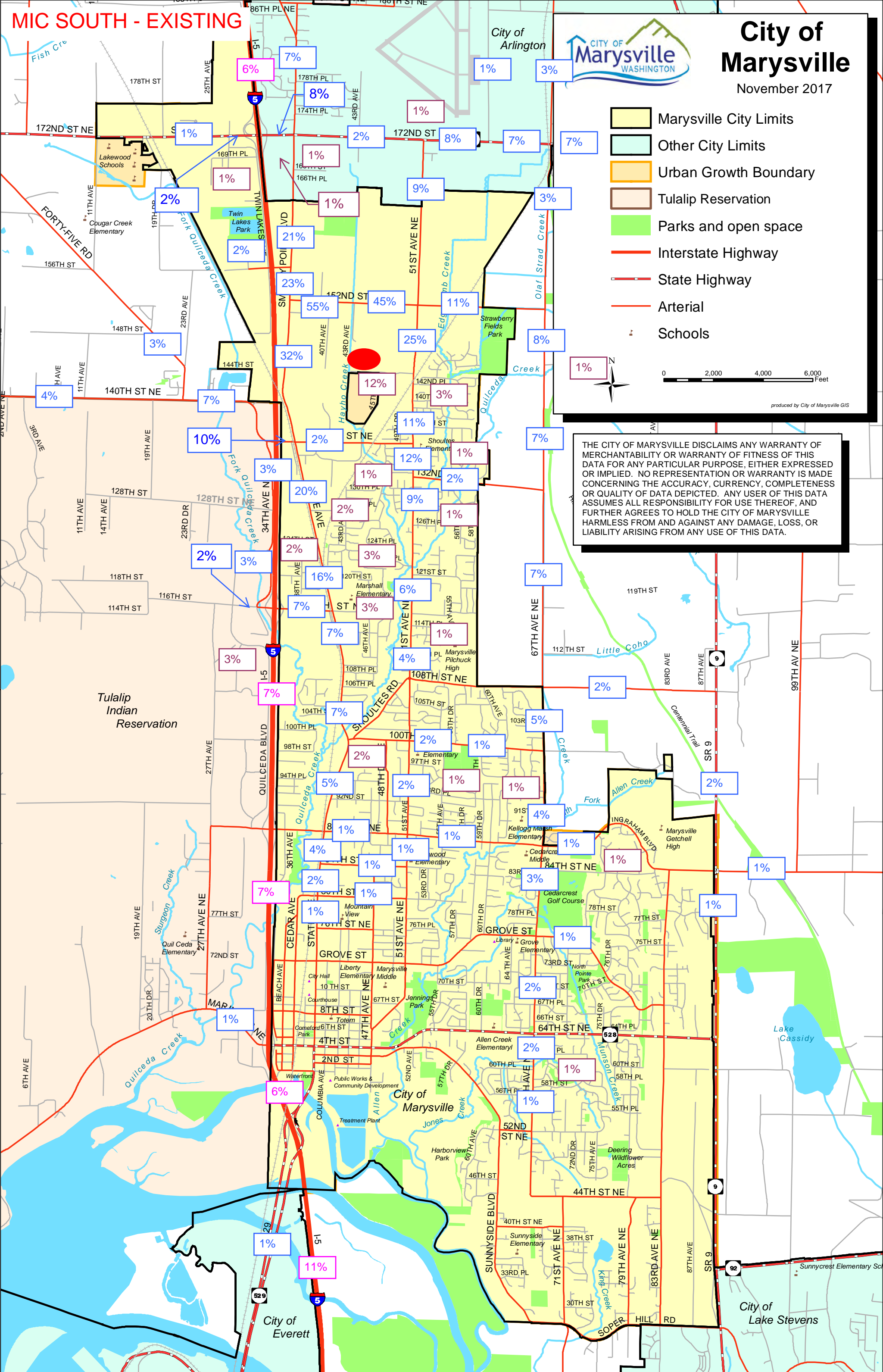
City of Marysville

November 2017

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



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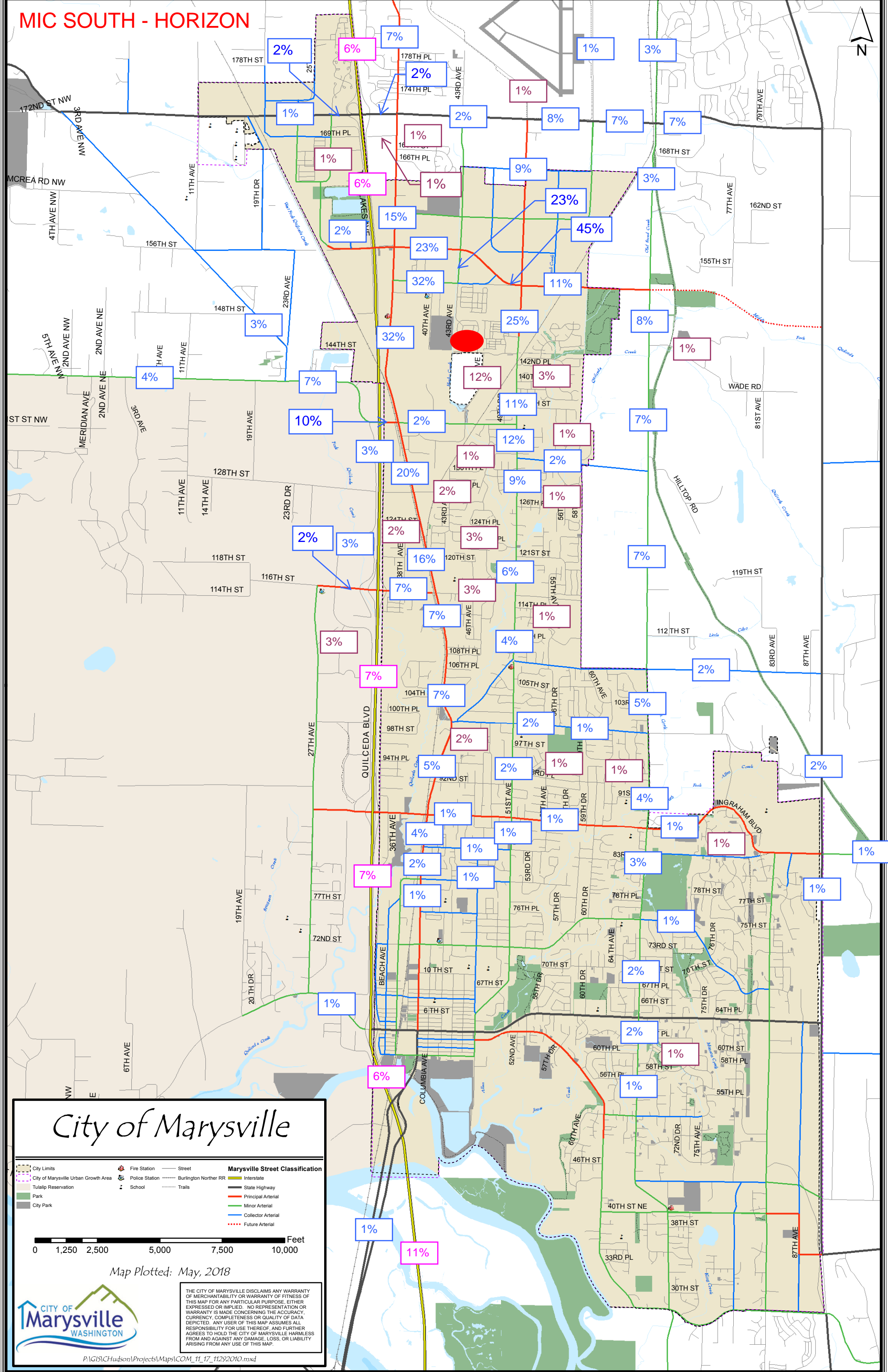
Tulalip Indian Reservation

City of Marysville

City of Everett

City of Lake Stevens

MIC SOUTH - HORIZON



City of Marysville

			Marysville Street Classification

0 1,250 2,500 5,000 7,500 10,000 Feet

Map Plotted: May, 2018

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COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue □ Marysville, WA 98270
(360) 651-5100 □ (360) 651-5099 FAX
24-Hour Recorder 360-363-8204

MEMORANDUM

Date: April 1, 2022

To: Chris Holland, Planning Manager

From: John Dorcas, Building Official

Re: Project name: Undi Commerce Park

PA22-008

Applicant: Innova Architects

Proposal: State Environmental Policy Act Review and Administrative Site Plan approval for construction of approximately 815,484 SF of speculative concrete tilt-up warehouse space with the potential for 85,000 SF of future office space on approximately 47.95 acres.

Location: 14407, 14511, 14525, 14607, 14621, 14715 & 14725 Smokey Point Boulevard

In response to your request for review of the above project, please note the following items, to be submitted. Prior to any type of grading site work, please submit a complete grading permit application with civil construction plans for review and approval. Please contact me to set up a plan submittal meeting or if there are any further questions in regards to these review comments.

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

- **In regards to the requirements for a Geotechnical soils report;**
 Provided a letter from each design professional; the structural engineer and architect of record, stating that they performed a site visit, including the details of this site visit. In addition, that they have reviewed the most recent soils reports and the specific soil conditions will support the type of occupancy use and construction type.
Geotechnical soils report is to address general information on the site.
 Such as: Soil classification type, surface & sub-surface conditions, drainage system to be installed, soil compaction requirements, type and size of foundation including placement location if on sloped ground, erosion control measures and final grading.
- **Construction shall comply with Chapter 5 General Building Heights and Areas, Area Modifications under section 506 and for the type of occupancy provisions outlined throughout the IBC and State Codes.**
- **Exterior walls to property lines are required to comply with International Building Code, Table 601& 602 for the type of occupancy use. This includes allowable opening under Chapter 7, section 704; Please clarify the distance to the property lines, from all areas of the buildings. Once this is determined, the exterior walls may need to be designed and constructed with fire-resistant requirements, if necessary.**
- **If mixed occupancy areas are purposed inside the buildings, they may be required to comply with IBC section 508 and Table 508.3.3 for required occupancy separations. Or use could be classified as non-separated use under section 508.3.2, with the most restrictive type of construction being proposed and constructed. However, this design would need to be submitted by a licensed design professional and apply to the purposed building.**
- **Please provide an “Exit study plan”. Per IBC, Chapter 10; exit access travel is to be measured from the most remote point within a story to the entrance to an approved exit along the natural and unobstructed path of egress travel. In addition, all exits are to be clearly marked on the plans with the type of signage and door hardware proposed. Note: Please provide a scaled floor plan with square footage of each room and all areas.**
 Note: Our department is volunteering to meet with your design team to review floor plans prior to final application submittal.
- **Building/s shall be accessible to all areas to persons with physical disabilities; per IBC Chapter 11, this includes the Washington State Amendments and ICC A117.1.** In addition, all door hardware shall be accessible type. This can be discussed at the Pre-Application meeting.
- **The site will require accessible parking stalls per Table 1106.1-F and section 1106.1 of the Washington State Amendments.** Parking stalls are to be located on the shortest possible accessible route of travel to an accessible entrance.
- **Accessible restroom is required per Chapter 29, Plumbing Code with Washington State Amendments.**
 The number of fixtures required will depend on the occupancy, and occupant load. Typically separate restrooms will be required for each sex. This will be determined during the plan review process. This information Table 29-A is to be provided on the cover sheet of the plans.
- **All Mechanical Equipment shall be screened from public view under MMC Provisions.**
 Please indicate how this will be achieved on your building plan, elevation submittal sheets.
- **The Fire Sprinkler system maybe required to comply with MMC Title 14, Chapter 14.10, for Cross-connection devices required on the water supply.** Prior to final acceptance, all required backflow devices are to be tested by an independent third party testing agency.
- **All Electrical installations are to be permitted, inspected and approved through the City.**
The current code is NEC 2020 with WCEC Amendments. Separate applications and plan review are required for each building, prior to issuance of a permit.

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

We look forward to your project coming to our City!

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

Provide fire access through these two locations



VICINITY MAP

NOT TO SCALE



SITE INFORMATION

Gross Site: 2,088,697 SF± (47.95 AC)

Parcels: 31053300302500, 31053300302300, 31053300301900, 31053300302700, 31053300300300, 31053300300900, 31053300301000, 31053300300500, 31053300302200, 31053300203000, 31053300203100, 31053300301100, 31053300302600, 31053300301200, 31053300302600

Zoning: Light Industrial (LI)

Utilities: Water and Sewer, City of Marysville

Fire Service: Marysville Fire District

Comp Plan: Urban Growth Area, Light Industrial Basin, Edgecomb Creek

Building Setback: 0' (subject to sight-distance review)

Base Height: 65'

Maximum Impervious Surface: 85%

Proposed Impervious Surface: 1,737,794 S.F. w/ Bldg (83.20%)

Proposed Non-Pollution Generating Surface (Sidewalks): 55,144 S.F. (2.64%)

Parking Landscaping Minimum Required: 10%

Parking (Vehicle Maneuvering) Area: 225,228 S.F.

Parking Landscaping Proposed: 117,190 S.F. (12.78%)

Perimeter Landscaping Proposed: 178,569 S.F. (8.55%)

Maximum Fence Height: 10'

Minimum Stall Width: 8.5'

Minimum Stall Depth: 18'

Minimum 2-way Aisle Width: 22' (26' for fire apparatus access roads)

Turning Radii: 20' (inside)

Turning Radii (fire/solid waste): 30.5' (inside), 45' (outside)

Parking	Required	Provided
Office = 2.5 : 1,000		
Warehouse = 1 : 2,000		
Bldg A (10k Office)	57	99
Bldg B (7.5k Office)	46	82
Bldg C (10k Office)	65	97
Bldg D (10k Office)	73	110
Bldg E (10k Office)	67	107
Bldg F (10k Office)	70	109
Bldg G (10k Office)	58	140
Bldg H (10k Office)	58	134
Bldg I (2.5K Office)	30	76
Bldg J (2.5K Office)	29	67
Bldg K (2.5K Office)	29	68
Total	582	1089

ILLUMINATION NOTES:

1. Parking lot lighting fixtures shall be full cut-off, dark sky rated and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a human scale;
2. All fixtures over 15 feet in height shall be fitted with a full cut off shield;
3. Pedestrian scale lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrian to identify a face 45 feet away in order to promote safety;
4. Parking lot lighting shall be designed to provide security lighting to all parking spaces;
5. Lighting shall be shielded in a manner that does not disturb residential uses or pose a hazard to passing traffic. Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line.

SITE PLAN

SCALE 1" = 50'

GENERAL NOTES:

1. Electric vehicle (EV) parking and charging stations (if proposed) shall comply with Chapter 22C.150 MMC.
2. Signage shall comply with Chapter 22C.160 MMC.
3. All mechanical equipment shall be organized, proportioned, detailed, screened, landscaped and/or colored to be an integral element of the building and minimize visual impacts from the ground level of adjacent streets and properties. For example, screening features should utilize similar building materials and forms to blend with the architectural character of the building.

SITE SUMMARY

NORTH (9 ACRES) MAIN (26.9 ACRES) SOUTH (10 ACRES)
 3 BUILDINGS = 6 BUILDINGS = 2 BUILDINGS =
 146,000 SQ. FT. 521,084 SQ. FT. 148,400 SQ. FT.

OVERALL SEPA BUILDING TOTAL AREA = 815,484 SQ. FT.
 OVERALL SEPA TOTAL SITE AREA = 2,088,697 SF± (47.95 AC)



950 Pacific Avenue, Suite 450
 Tacoma, WA 98402
 253-572-4903

Project Title:
**Undi Commerce Park
 SEPA Plan**

Client:
 Smokey Point Investments, LLC
 4122 Factoria Blvd S.E.
 Suite 402
 Bellevue, WA 98006
 Shale Undi
 425-746-5333

Job Number:
 13-007

Issue Set and Date:
 Issue for Agency Review
 November 30, 2016
 Amendment March 01, 2022

NOT FOR CONSTRUCTION



REUSE OF DOCUMENTS
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Revision symbols (A through E) and a list of REVISIONS.

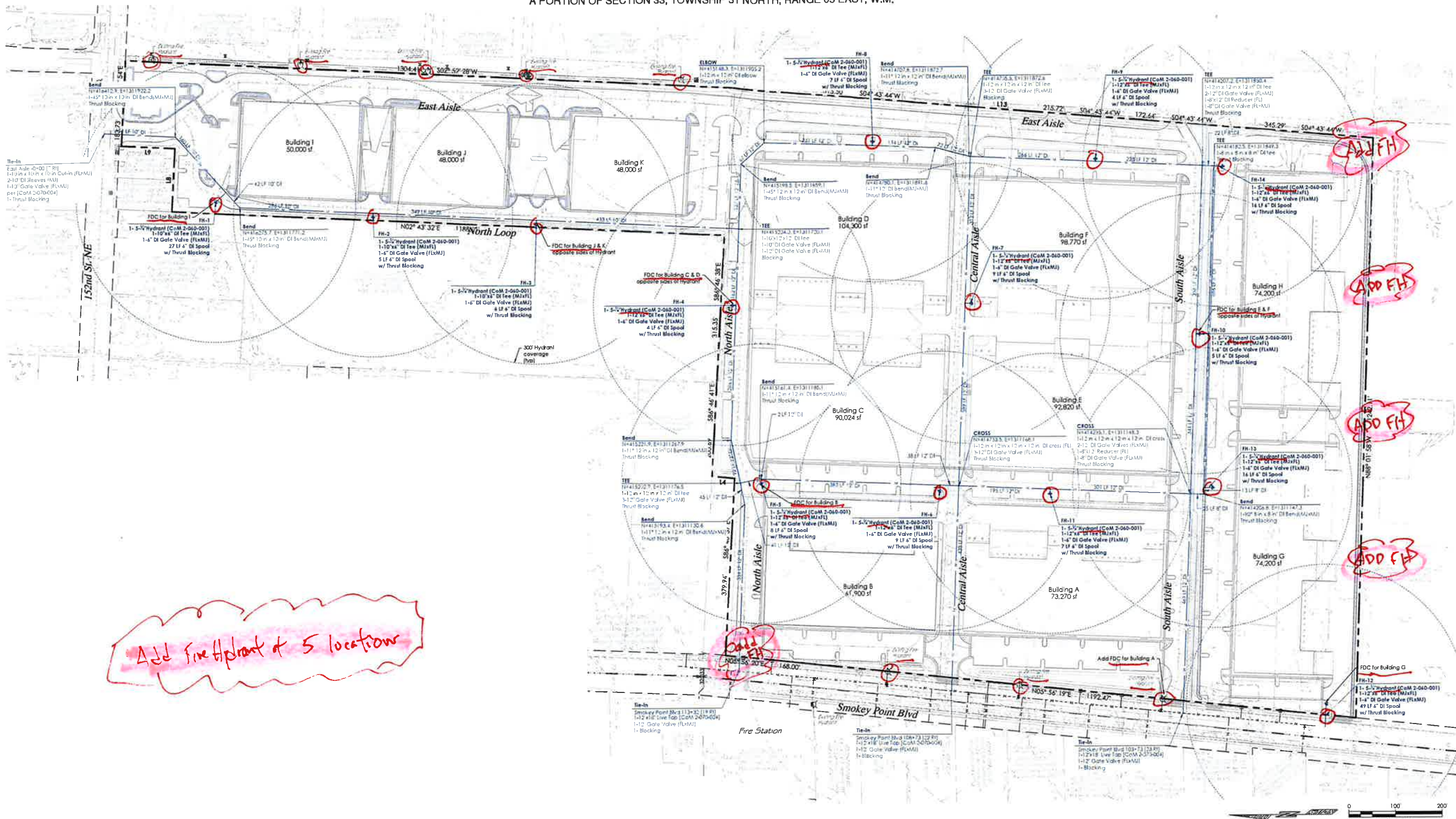
Sheet Title:
**OVERALL
 SITE PLAN**

Designed by: B. Ewing
 Drawn by: P. Erbes, J. Erbes
 Checked by: P. McCormick

Sheet Number:

A0.1
 of Sheets





Add Fire Hydrant at 5 locations

Add FH

Add FDC

Add FDC

Add FDC

Add FDC for Building A

Add FDC for Building G

- GENERAL NOTES FOR WATER**
- Hydrological test samples will be taken by the City (or FMWC, VW or TCW when served by that purveyor) and paid for by the contractor.
 - Water mains shall have a minimum cover of 36 inches in improved right-of-way and a minimum of 48 inches in unimproved right-of-way and easements.
 - Pipe for water mains shall be ductile iron conforming to Section 709 of the Standard Specifications, Class 52 with tyton or approved equivalent. Pipe shall be cement lined in accordance with A.S.A. Specification A-21-A-194.
 - Connections to existing water mains shall typically be set back through a tapping tee and tapping valve and shall be made by a City-approved contractor. The tapping device shall be easily coated or ductile iron. Ductile devices shall only be used on AC pipe. The City (or FMWC, VW or TCW when served by that purveyor) shall approve the time and location for these connections.
 - All water mains and appurtenances shall be hydrostatically tested at 200 psi in accordance with City Standards.
 - Fire hydrants shall be installed in accordance with City Standard Detail 2-040-001 and as directed by the City of Maryland's Fire Code Official.
 - Valve marker posts shall be installed where valve boxes are hidden from view or in unimproved areas.
 - Ballcut welded wedge gate valves shall be used for 10-inch mains and smaller. Butterfly valves shall be used for mains greater than 10 inches.
 - Pipe fitting for water mains shall be ductile iron and shall be mechanical joint conforming to AWWA Specification C111-72.
 - Water main pipe and service connections shall be a minimum of 10 feet away from building foundations and/or roof lines. Where a water main crosses the NorthWest Gas pipeline, the water line shall be cased with PVC pipe a minimum of 10 feet beyond each side of the gas line easement. Contact Wilson NorthWest Pipeline before the crossing is made.
 - Trenching, bedding, and backfill for water mains shall be installed in accordance with City Standard Detail 2-040-001 and 2-040-003.
 - All commercial and industrial developments, irrigation systems, and multi-family water service connections shall be protected by a double check valve assembly or a reduced pressure backflow assembly as directed by the City conforming to City Standard Detail 2-13-001.
 - Any lead joint fitting disturbed during construction shall be replaced with a mechanical joint fitting at the contractor's expense.

- NOTE**
- Ballcuts are required for all hydrant installations in truck court per CoM Std Plan 2-040-002
 - A Reduced Pressure Backflow Assembly (RPBA) is required immediately downstream of any irrigation meter and in an above ground cabinet if a chemical/fertilizer injection system is installed. If the irrigation system is not chemically injected, a DCVA is sufficient for this application. The DCVA may be installed in an in-ground meter type box or vault.

- FIRE MARSHALL NOTES**
- All work to meet or exceed City of Maryland adopted fire code, city design standards, and applicable NFPA standards.
 - The estimated flow that will be required for this building is 3,500 gpm (without sprinkler reduction). Required fire flow will depend on building use, type of construction, and reduction for sprinkler systems (minimum 1,500 gpm with sprinkler reduction).
 - For buildings equipped with an approved automatic sprinkler system, the water supply shall be capable of providing the greater of the required fire flow, and the automatic sprinkler system demand including hose stream allowance (see Appendix B).
 - The site requires a water system assessment of the flow availability. The existing hydrants shall be flow tested by the City with results sent to the fire marshal for evaluation.
 - The two new hydrants shall be flow tested by the city and available fire flow determined. Provide test results to the fire marshal for approval prior to final approval of the water system extension, and prior to placing hydrants in the service (see Appendix B).
 - Existing hydrants shall be upgraded as needed to comply with city Water Design Standard 2-040 Hydrants, including 5' size fitting.
 - Hydrant locations shall be marked with blue reflective hydrant markers in the roadway, located four inches off the centerline on the hydrant side of the road.
 - Underground fire hydrants shall be tested and flushed prior to connection to aboveground sprinkler system piping. In addition, hydrants shall be tested and flushed prior to connection to the water system extension, and prior to placing hydrants in the service (see Appendix B).
 - Contact MFD at (301) 243-8333 to schedule fire inspections and testing. Allow a minimum of two business days lead time for scheduling. Inspections are required for final layout (pre and post-pour) hydraulic pressure testing of the mains, and the fire flushing of the piping system shall be pre-ordered and in good working order prior to scheduling testing.

GENERAL NOTE:
It is the responsibility of the contractor and construction manager to ensure that all conflicts between plan sets are identified and resolved prior to commencement of construction activities. The contractor shall verify the location of all existing utilities prior to any construction. Agencies shall be notified within a reasonable time prior to the start of construction.

CONSTRUCTION DRAWING REVIEW ACKNOWLEDGEMENT
THIS PLAN SHEET HAS BEEN REVIEWED AND EVALUATED FOR GENERAL COMPLIANCE WITH THE APPLICABLE CITY OF MARYLAND CODES AND ORDINANCES CONFORMANCE OF THIS DESIGN WITH ALL APPLICABLE LAWS AND REGULATIONS IS THE FULL AND COMPLETE RESPONSIBILITY OF THE LICENSED DESIGN ENGINEER, WHOSE STAMP AND SIGNATURE APPEAR ON THIS SHEET. ACKNOWLEDGEMENT OF CONSTRUCTION DRAWING REVIEW DOES NOT IMPLY CITY APPROVAL FOR CONSTRUCTION ACTIVITIES THAT REQUIRED OTHER COUNTY, STATE OR FEDERAL PERMIT REVIEW AND APPROVAL. THE PROPERTY OWNER AND LICENSED DESIGN ENGINEER SHALL BE RESPONSIBLE FOR THE ACQUISITION AND COMPLIANCE OF ALL APPLICABLE PERMITS OR AUTHORIZATIONS WHICH MAY INCLUDE BUT ARE NOT LIMITED TO: WSPDF HYDRAULIC PROJECT APPROVAL (HPA), WSPDF NOTICE OF INTENT (NOI), ANY CORPS OF ENGINEERS PERMITS AND THE REQUIREMENTS OF THE ENDANGERED SPECIES ACT. THIS DAY OF _____, 201__.

KEN MCINTYRE, P.E., DEVELOPMENT SERVICES MANAGER
THESE APPROVED CONSTRUCTION PLANS EXPIRE AFTER PERIOD OF 60 MONTHS FROM THE DATE SHOWN ABOVE OR UPON EXPIRATION OF PRELIMINARY PLAN OR SITE PLAN APPROVAL, PER MNC 22A-040-020 & 22A-040-030.

CALL AT LEAST 2 BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555

LAND TECHNOLOGIES
18820 Third Avenue, N.E.
Arlington, WA 98223
360-652-9727

PROJECTED: Merle
CHECKED BY: Jerrisa
DATE: 11/11/2021
APPROVAL DATE:
REVISION DATE:
DATE:
DATE:
DATE:
DATE:
DATE:

Undi Commerce Park
1444 Smokey Point Blvd, Marysville, WA 98271
A PORTION OF SECTION 33, TOWNSHIP 31 NORTH, RANGE 05 EAST, W.M.

Undi Development LLC
4122 Fossil Blad, Ste. 402, Bellevue, WA 98013

Concept Water Plan

SHEET C8 of C8
24x36
20-xxxxxx-LDA

Traffic Mitigation Offer to Snohomish County

The applicant completes part one and submits it to the city with a completed county traffic worksheet. The city completes part two and sends it to the county. The county completes part three and sends it back to the city.

Part One to be completed by Applicant

Basic Development Information				
Name of City in which development is located <u>Marysville</u>				
Name of Proposed Development <u>Undi Commerce Park</u>				
City Project File Number (if known)				
Name of Applicant				
Address of Applicant				
Proportionate Share Calculation: Choose Option A or B				
<input checked="" type="checkbox"/> Option A: Based on a percentage of the County's adopted impact fee (Attach traffic worksheet.)				
1. The applicable percentage of the County's fee: <u>20</u> %				
2. Net New Average Daily Traffic: <u>2,661</u> ADT				
3. The adopted County impact fee for this development: <u>157</u> \$/ADT				
4. Total Proportionate Share Amount: \$ <u>83,555.40</u>				
<input type="checkbox"/> Option B: Based on a comprehensive traffic study (Attach traffic worksheet and traffic study)				
_____ No road improvements are impacted. Hence, proportionate share amount is zero.				
_____ The following road improvements are impacted. The calculation of proportionate shares is summarized below.				
List by Names/Description the Impacted County Projects (attach other pages if necessary)	County Project ID#	PHTs Impacting Project	Capacity Cost per PHT	Proportionate Share Obligation per Impacted Project
1.				
2.				
3.				
4. Total Proportionate Share Amount (sum of obligations for each impacted project)				\$ _____
<input checked="" type="checkbox"/> Trip Distribution and Assignment if Required				
If required, attach AM and PM peak-hour trip distribution and assignment. (Attach traffic worksheet showing whether or not it is required and traffic study).				
<input checked="" type="checkbox"/> Mitigation of Other Impacts if Required for Developments Generating More than 50 Peak-Hour Trips				
Mitigation of Impacts on Level of Service				
<input checked="" type="checkbox"/> No impact or not applicable _____ Mitigation as described in attached traffic study.				
Mitigation of Impacts on Inadequate Road Conditions				
<input checked="" type="checkbox"/> No impact or not applicable _____ Mitigation as described in attached traffic study.				
Mitigation for Impacts on Access or Circulation				
<input checked="" type="checkbox"/> No impact or not applicable _____ Mitigation as described in attached traffic study.				
<input checked="" type="checkbox"/> Written Offer				
The Applicant hereby voluntarily agrees to pay the total proportionate share amount shown above for impacts of the proposed development on the capacity of Snohomish County roads and provide mitigation of all other impacts as indicated above and described in attached documents.				
BY: <u>Shane Undi</u>				Date: <u>9-30-21</u>
Signature by Authorized Official of Applicant or Authorized Representative				
Print Name and Title <u>Shane Undi Manager</u>				
<i>Instructions to Applicant.</i> Submit this offer, a completed county traffic worksheet, and any other attachments to the city with your initial application or send directly to Deb Werdal, Snohomish Co. DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201.				

Part Two: To be completed by the City

Receipt of Written Offer and Attachments by City and Routing to County

Name of Proposed Development

City Project File Number

Date Received

City Staffer Assigned to Project

Address

Phone

Instructions to City. Send this offer and all attachments to Deb Werdal, Snohomish Co. DPW Traffic Operations, 3000 Rockefeller M/S 607, Everett WA 98201. Send copy to staffer shown above.

BY:

Date
Initialed by City Staffer

Print Name and Title

Part Three: To be completed by Snohomish County

Receipt of Offer and Attachments by Snohomish County and Routing Back to City

Name of Proposed Development Undi Commerce Park

City Project File Number PA22-008

Received by: Gurpreet S. Dhaliwal

GD Date 3/23/2022 Gurpreet S. Dhaliwal, Engineer II

Initialed by County Staffer

Print Name and Title

Snohomish County Mitigation Request to City

Snohomish County has reviewed the traffic study worksheet and mitigation offer submitted by the applicant and has determined as follows:

Snohomish County requests that the City impose the mitigation offered above as a condition of approval for the Development. Snohomish County agrees to accept changes in the mitigation payment amount shown above resulting from TDM or lot-yield adjustments approved by the City.

Snohomish County requests that the City require additional supplemental information to adequately evaluate the proposed development's impacts. The information requested is shown in the notes below.

BY:

Gurpreet S. Dhaliwal

Date 3/26/2022 Gurpreet S. Dhaliwal, Engineer II

Signature by Authorized County Staffer

Print Name and Title

Routing Back to City

Instructions to County Send this offer and all attachments to the City Staffer shown in Part Two above.

Sent by:

Date
Initialed by City Staffer

Print Name and Title

Notes

Gurpreet S. Dhaliwal, Engineer II, Snohomish County Public Works:
The developer's traffic mitigation offer in the amount of \$83,555.40 to Snohomish County has been reviewed and approved.

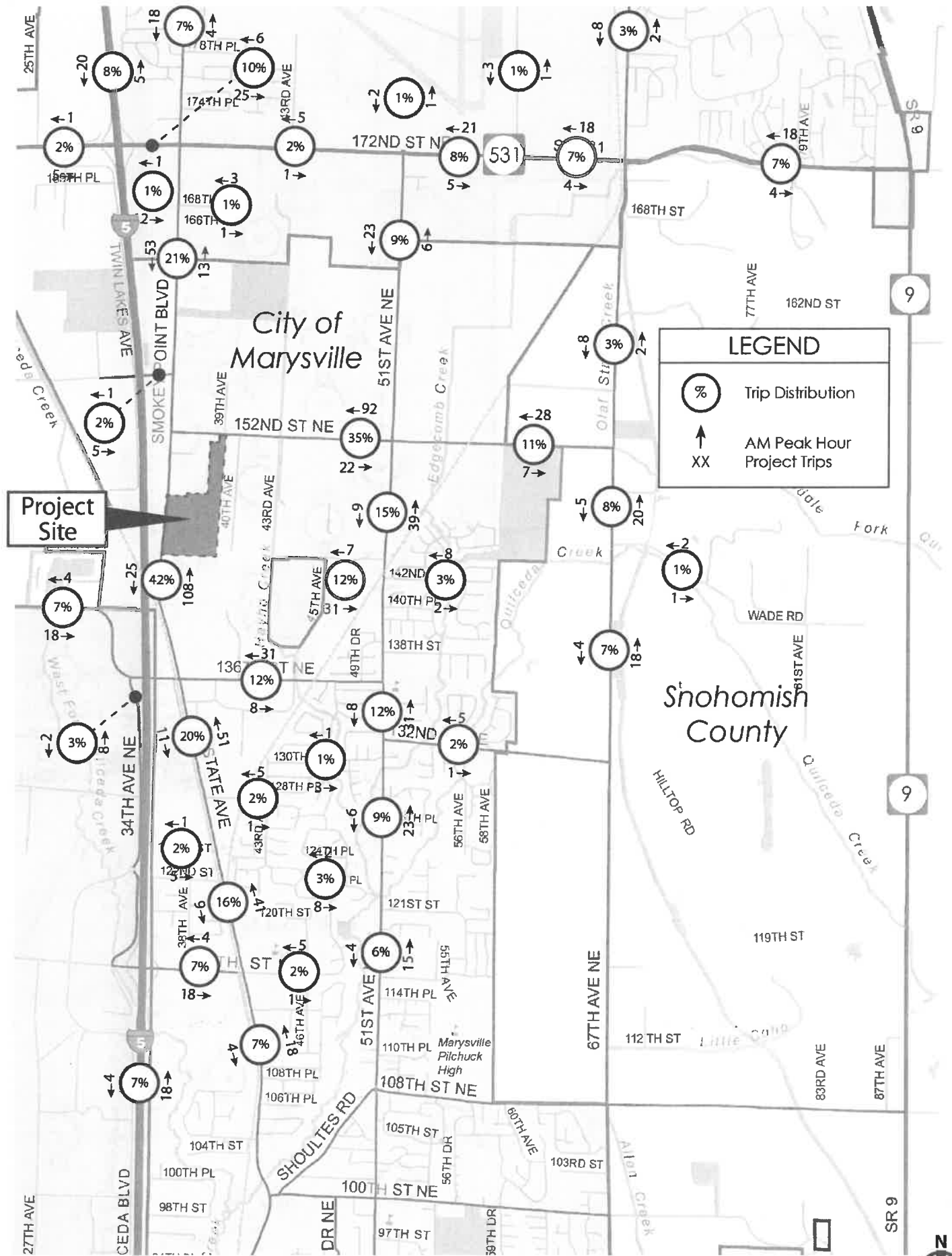


Figure 5: AM Peak Hour Project Trip Distribution and Assignment



**Snohomish County Traffic Worksheet and Traffic Study Requirements
for Developments in the City of Marysville**

Snohomish County government, through an interlocal agreement (ILA) with the City of Marysville, may request traffic mitigation measures from any new development in the city that impacts roads in the unincorporated county. The City will impose the requested mitigation to the extent that the City determines that the mitigation is reasonably related to the impacts of the development. To determine the impacts, and to determine reasonable mitigation measures, the City of Marysville requires a traffic study from any development in the city that may have impacts on county roads. This ‘traffic study’ may be as simple as completing sections one and two of the county traffic worksheet below, or having a professional traffic engineer conduct a formal traffic study consistent with the requirements in section three below.

- If a development generates less than ten peak-hour trips and the applicant chooses Option A for mitigation payment (standard payment by percent of county impact fee), then the applicant will generally only have to fill out the first two sections of this traffic worksheet and complete a mitigation offer (see section four).
- However, if a development generates more than ten peak-hour trips, or if the applicant chooses Option B for mitigation payment (comprehensive impact analysis), then the applicant will have to fill out the first section of this worksheet, complete a separate traffic study consistent with the requirements in section three, and complete a mitigation offer (see Section Four).
- Applicants should submit all documents to the City as part of their initial submittal.
- Traffic study requirements for impacts on county roads are based on the County’s traffic mitigation ordinance (Chapter 30.66B) and the city/county ILA. At the end of this document find references to the county contacts and county web site (sources for may of the documents related to traffic mitigation).
- Following review of the documents submitted, the County may request supplemental information and analysis as necessary to determine the impacts of the development in accordance with the city/county ILA. The City will require the proposed development to submit the supplemental information and analysis to the extent that the City determines that it is necessary to determine the impacts of the development.

Section One (1) Worksheet General Information

1. Name of Proposed Development Undi Commerce Park
 City Development File Number (if known) _____
2. Name, Address and Phone Number of Applicant _____

3. Development Site Address _____

4. Is it a residential or commercial development? Commercial
5. Description of Development (size and specific type) 815,484 SF of industrial park

6. How many new vehicle trips are expected to be generated by the proposed development? (For many common types of developments this information can be provided by the city or the county. For more complex developments trip generation may have to be determined under section three below)
317 AM Peak Hour 316 PM Peak Hour 2,661 Average Daily Trips (ADT)
7. Proportionate Share Impact Mitigation: All applicants have two options in determining the amount of their traffic mitigation payment:
X For determining the amount based on a percentage of the county fee go to section two.
 _____ For determining the amount based on a comprehensive traffic study go to section three.

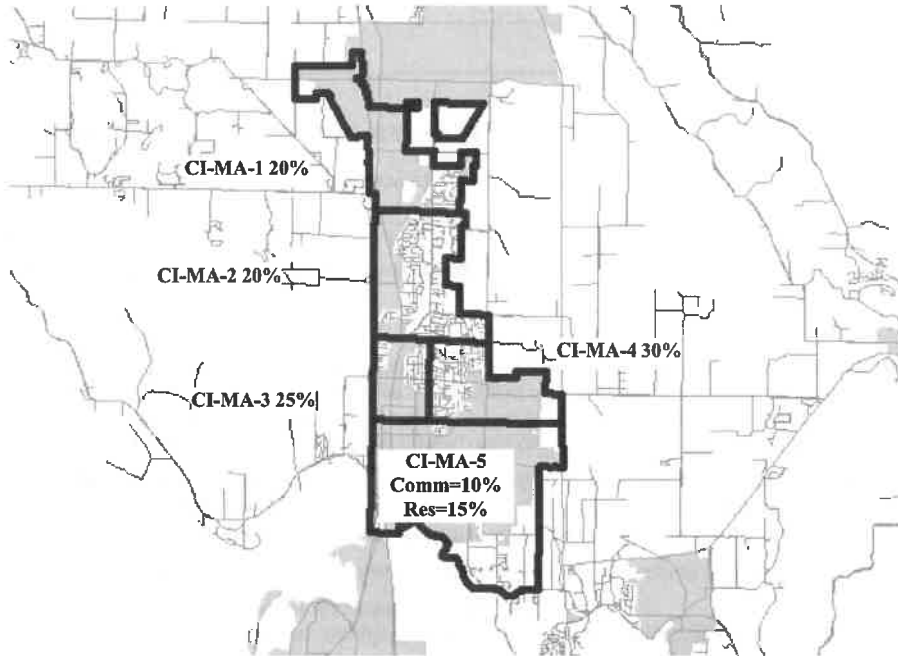
Section Two (2) Proportionate Share Determined by Percentage of County Impact Fee

2(a) Calculation of Payment Amount

1. Standard default estimated percentage of trips impacting the City streets based on subareas (See below) 20 % or 2. Other Percentage: (Note: See author's qualifications in section three below.) Estimated percentage of trips impacting county roads from attached trip distribution: _____ %

Sub-Area ID #	* City Subarea Description	Residential Developments	Commercial Developments
CI-MA-1	North of 136th ST SE.	20%	20%
CI-MA-2	North of 100th ST NE and South of 136th ST SE.	20%	20%
CI-MA-3	North of 76th ST NE, South of 100th ST SE, and West of 51st AV NE.	25%	25%
CI-MA-4	North of 76th ST NE, South of 100th ST SE, and East of 51st AV NE.	30%	30%
CI-MA-5	South of 76th ST NE.	15%	10%

* Note: Boundaries are either street centerlines or imaginary extensions of street centerlines in places where the actual streets do not exist.



3. Development New Average Daily Trip Generation (ADT) 2,661

4. Type of Development (Residential or Commercial) Commercial

5. County Commercial Fee Rate \$ 157 6. County Residential Fee Rate \$ _____

(Note: Consistent with county code and the ILA, developments pay the rate in effect at the time of their submittal. As of 07/13/11 the rates were \$39 for commercial developments and \$46 for residential developments. Through ordinance, the County Council can change these rates at any time, so consult with the County or look at Snohomish County Code 30.66B.330 to find the latest fee rates.)

7. Calculation of Proportionate Share Impact Mitigation

$$\frac{20\%}{\#1 \text{ or } \#2 \text{ above: } \% \text{ of trips}} \times \frac{2,661}{\#3 \text{ above: } \text{ADT}} \times \frac{157}{\#5 \text{ or } \#6 \text{ above: } \text{Fee Rate}} = \$ 83,555.40 \text{ proportionate share mitigating payment}$$

2(b) Determining whether or not an additional traffic study is necessary

Will the development generate more than 10 peak-hour trips *or* are there other impacts that need to be addressed (e.g., level of service, safety, or access and circulation)

No. Skip section three and go to section four.

Yes. Read the introduction to section three and skip to section 3(b).

Section Three (3) Traffic Study Requirements

Introduction: This section outlines requirements for traffic studies for impacts on County roads. If an applicant chooses (or is required) to complete a traffic study, then it should be submitted along with this worksheet and a mitigation offer. (Note on Author's Qualifications: A traffic study under this section must be conducted by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and, preferably, membership in the institute of transportation engineers. For individuals/firms not on the City's approved list, the developer will provide, with the traffic study, the credentials of the individual or firm performing the traffic study certifying compliance with these qualifications.)

3(a) Proportionate share impact mitigation based on comprehensive traffic study

1. **Development's Trip Generation and Distribution.** Determine the PM peak-hour trip generation and distribution for the development consistent with Section 3(b) below.
2. **Impacted Improvements.** Determine which of the road sections with planned improvements in the county's impact fee cost basis (Transportation Needs Report Appendix D) are impacted by three or more development-generated *directional* PM peak hour trips (PM PHT).
3. **Current Counts.** For each impacted improvement, provide current traffic counts to determine the PM PHT.
4. **Reserve Capacity.** Determine "reserve capacity" for each impacted improvement by subtracting the current PM PHT from the maximum service volume (MSV) for the existing facility. Reserve capacity is set to zero if current PM PHT exceeds the MSV. For MSVs see County DPW Rule 4224.
5. **New Capacity.** New capacity is the incremental increase in PHT that could be accommodated with the planned improvement. Determine the new capacity of each impacted improvement by subtracting the current MSV from the future MSV after the improvement.
6. **Chargeable Capacity.** For each impacted improvement, add the reserve capacity to the new capacity.
7. **Final Adjusted Cost.** Find the cost of each impacted improvement and make any adjustments used by the County for tax credits (see Transportation Needs Report Appendix D).
8. **Capacity Cost per Peak-Hour Trip.** For each impacted improvement, determine the capacity cost per PM PHT by dividing the final adjusted improvement cost by the chargeable capacity.
9. **Traffic Impacts.** From step one above, take the *total* number of PM PHT (in both directions) impacting each planned improvement.
10. **Proportionate Share.** For each impacted improvement, determine the proportionate share impact mitigation by multiplying the capacity cost per peak-hour trip by the number of PM PHT impacting the improvement.

3(b) Trip Generation and AM and PM Peak Hour Trip Distribution and Assignment

Calculate AM, PM and Daily trip generation consistent with the ITE Trip Generation Handbook and Snohomish County Public Works Rule 4220. Determine the trip distribution and assignments consistent with the County's document titled "Format for Trip Distributions"(available at County web site, see below).

- Within the developments transportation service area (TSA) the distributions will be carried out to each key intersection at which the approach or departure volumes on any leg have three (3) or more peak hour trips. Get the most current list of key intersections on the web site described below. Trips should be distributed onto the road system as it is expected to be in six years.
- The distribution should be a schematic map showing the broad distributions of trips in terms of percentages on different roads. Show all City boundaries.
- The assignment should be a schematic map with the impacted key intersections identified by ID# and turning movements for each shown in separate diagrams on the same page or on different pages. The assignment should also be presented in tabular form listing each intersection by intersection ID#, and the number of trips at each movement.

3(c) Additional Analysis for Developments Generating More Than Fifty (50) Peak Hour Trips

For large developments (i.e., those generating more than 50 peak-hour trips), the County may request mitigation for impacts on the level of service of County roads, documented safety locations (the County calls such locations "inadequate road conditions" or "IRCs"), and access or circulation. The traffic study requirements below are intended to disclose impacts. Based on this information the County may request through the City that the applicant provide additional information showing possible mitigation measures. If any off-site improvements were needed for mitigation the County would work with the applicant to determine requirements for right-of-way, construction plans, right-of-way use permits, construction/maintenance bonds, and other issues.

Impacts on Level of Service (LOS) of County Arterials

Contact Snohomish County Public Works for the most current list of arterial units in arrears and critical arterial units. Identify any arterial units in arrears or critical arterial units impacted by three or more directional peak-hour trips.

Impacts on Inadequate Road Conditions

Contact Snohomish County Public Works for a list of the current IRCs. Identify any IRCs impacted by three or more peak-hour trips. Note: Unlike LOS impacts in which at least three or more peak hour trips have to be added in one direction to require disclosure (e.g., 3 westbound), for IRCs, any three peak hour trips added to IRC locations are considered an impact for which disclosure is necessary (e.g., 2 westbound plus 1 eastbound).

Impacts on Access or Circulation

The County may request improvements to existing roads to provide safe and efficient access and/or circulation. In some instances, the County may request provisions for future County roads identified in the Comprehensive Plan or in Small Area Transportation Studies. If so, the County will request specific additional information through the City.

Section Four (4) Traffic Mitigation Offer to Snohomish County

The applicant should complete a traffic mitigation offer to Snohomish County that summarizes the mitigation identified in the county traffic worksheet and any additional traffic study. This will facilitate timely review of the development and processing of the application. The form to use for the mitigation offer is titled "Traffic Mitigation Offer to Snohomish County." This form is typically provided to all applicants along with this traffic study checklist. In addition, copies are available from the county contacts or the Snohomish County web site shown below.

Additional Information

County Web Site

Snohomish County Public Works has a web site with many documents related to traffic studies and mitigation requirements for developers. From the Snohomish County Home Page go to:

Departments/Public Works/Divisions/TES/ProgramPlanning/3066B

County Contacts

- ~~Elbert Esparza~~, Snohomish County DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201, (425) 388-3184, ~~elbert.esparza@snoco.org~~
Gurpreet S. Dhaliwal, (425) 388-3870, Gurpreet.Dhaliwal@snoco.org

April 1, 2022

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

Dear Mr. Holland:

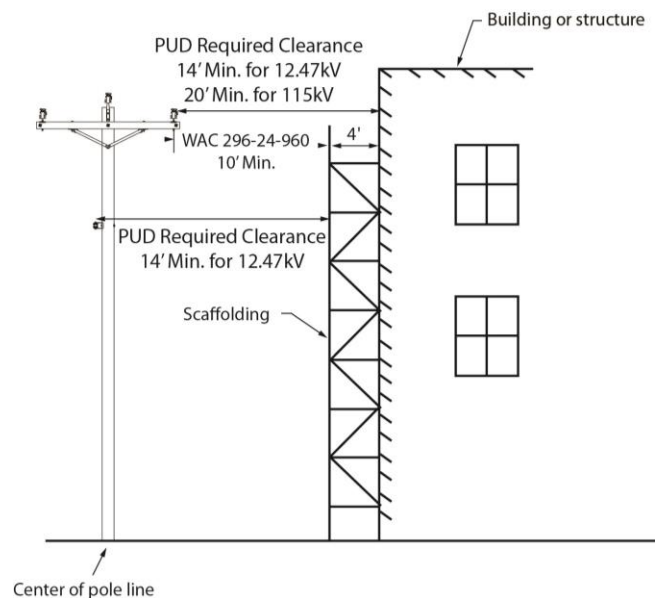
Reference Number: PA22008 Undi Commerce Park

District DR Number: 22-10-476

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.



Please be aware that if your project is being reviewed by Snohomish County and there are critical areas or buffers within your project as defined by Snohomish County in SCC 30.62A.300, you may be required to do a critical area study. Any utility work that will increase the utility footprint, such as installation, extension or construction is subject to these standards and requirements. New utility construction and installation is only allowed within critical areas or buffers when no alternative location exists and when you mitigate any impacts to the area. Snohomish County can provide the critical area study and has listed its fee structure under SCC 30.86.525. Snohomish PUD requires that, prior to applying for electrical service from the PUD, you address any critical area considerations and obtain the appropriate approvals to proceed with your project.

Please contact the District prior to design of the proposed project. For information about specific electric service requirements, please call the District's Everett office at 425-783-8272 to contact a Customer Engineer.

Sincerely,

Mary Wicklund for

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

Cc: Tom Hovde – Executive Accounts

Chris Holland

From: Development Review <Development.Review@commtrans.org>
Sent: Friday, April 1, 2022 9:47 AM
To: Chris Holland
Cc: Shawn Nakano
Subject: [External!] RE: [Ex]:Undi Commerce Park (PA22008)

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

Hi Chris,

We have an existing bus stop on eastbound 152nd across from the Mobile Home Park, but it does not have sidewalks, etc... The Undi Commerce Park provides an opportunity to explore creating an improved bus stop with sidewalk, etc... We would like to discuss this issue further with the City.

Thank you

-Scott

Scott Ritterbush, Planning Project Manager
Community Transit
Phone (425) 521-5341
Cell Phone (425) 327-0201
Email - sritterbush@commtrans.org

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

From: Chris Holland <CHolland@marysvillewa.gov>

Sent: Wednesday, March 23, 2022 3:08 PM

To: John Dorcas; Mike Snook; Tom Maloney; David VanBeek; Don McGhee; Brian Merkley; Ken McIntyre; Kacey Simon; Shane Whitney; Brad Zahnow; Bradley Akau; Karen Latimer; Kim Bryant; Ryan Keefe; Tim King; Matthew Eyer; Brooke Ensor; Jessie Balbiani; Skip Knutsen; Darrin Douglas; Max Phan; Jesse Hannahs; Jeff Laycock; planning@arlingtonwa.gov; Marty Wray; dave_brooks@comcast.com; Shane_Turner2@comcast.com; Jacob_Friedman@cable.comcast.com; Development Review; mlwicklund@snopud.com; Robert.larson@ziply.com; Robert.nance@ziply.com; Kathryn.E.Heard@usace.army.mil; Jerald.J.Gregory@usace.army.mil; Jolivette, Stephanie (DAHP); sepa@dahp.wa.gov; Molstad, Neil (ECY); doug.gresham@ecy.wa.gov; Dhaliwal, Gurpreet; cstevens@stillaguamish.com; knelson@tulaliptribes-nsn.gov; Todd Gray

Subject: [Ex]:Undi Commerce Park (PA22008)

When: Friday, April 15, 2022 12:00 AM to Saturday, April 16, 2022 12:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: N/A - Request for Review

****CAUTION:** This email originated from outside of the agency. DO NOT click links or open attachments unless you recognize the sender's email address AND are expecting the information. Questions? Contact the Service Desk.**



MARYSVILLE

WASHINGTON

THIS IS NOT A MEETING INVITE – THIS IS A REQUEST FOR REVIEW (RFR) WITH COMMENTS REQUESTED. COMMENTS MUST BE RETURNED BY 04.15.22

File Number:	PA22008
Project Title:	Undi Commerce Park
Project Description:	State Environmental Policy Act Review and Administrative Site Plan approval for construction of approximately 815,484 SF of speculative concrete tilt-up warehouse space with the potential for approximately 85,000 SF of future office space on approximately 47.95 acres.
Applicant:	Innova Architects
Project Location:	14407, 14511, 14525, 14607, 14621, 14715 & 14725 Smokey Point Boulevard
APNs:	31053300302500, 31053300302300, 31053300301900, 31053300302700, 31053300300900, 31053300301000, 31053300300500, 31053300302200, 31053300303100, 31053300301100, 31053300302600, 31053300301200.
Application Materials:	Undi Commerce Park

Please return comments via e-mail to cholland@marysvillewa.gov on or before **April 15, 2022**.

If you have any questions regarding the application, please let me know.

Thank you,

Chris Holland | Planning Manager

CITY OF MARYSVILLE
Community Development Department
80 Columbia Avenue
Marysville, WA 98270

360-363-8100 Office
360-363-8207 Direct Line
360-651-5099 Fax

cholland@marysvillewa.gov
<http://marysvillewa.gov>