



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

February 4, 2022

Mr. Ryan Larsen
Land Pro Group, Inc.
10515 20th St SE, STE 116
Woodinville, WA 98258

Re: Kallcott (Sunnyside Road) PRD – *Pre-Application*
PREA22-002

Dear Ryan,

This letter is intended to summarize the Planning Divisions comments regarding the above referenced proposal. These comments are preliminary in nature and are based on the applicable development standards outlined in the Marysville Municipal Code (MMC). Preliminary comments do not vest an applicant to the existing MMC. Development conditions are based on the most current MMC provisions in effect at the time a *Determination of Completeness* has been issued on a formal land use application.

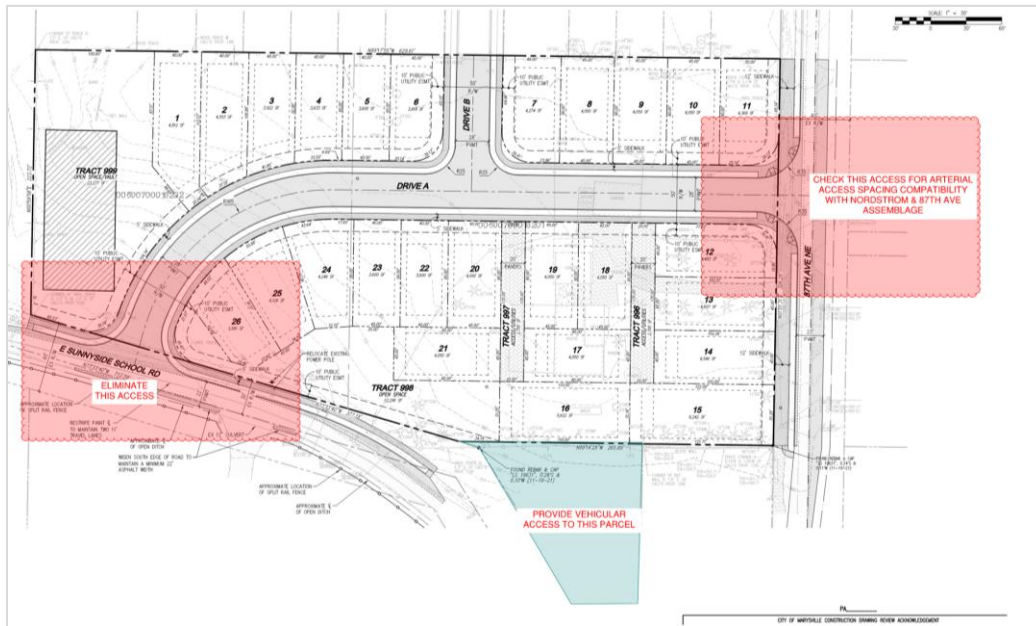
APPLICANT QUESTIONS:

1. Is any ROW dedication along 87th Ave and Sunnyside School Rd required?

Staff Comment: see attached comments provided by Kacey Simon. Additionally, Ken McIntyre, Engineering Services Manager, provided the following comments:

East Sunnyside School Road is designated to be closed eventually and repurposed as a pedestrian trail. With that in mind, the City does not want vehicular access from there. The access proposed through Prospector is acceptable. A second access from 87th Avenue NE is allowed, if the project can meet the arterial access spacing requirements. The applicant needs to see how the proposed entrance lines-up with the Nordstrom PRD and 87th Ave Assemblage PRD projects to see where the driveways lines-up.

Additionally, the triangular parcel immediately to the south (00590700017503) has inquired about constructing a home. That parcel currently has no access to public ROW except to Sunnyside School Road, I would like this project, Sunnyside PRD, to provide access to that parcel and avoid a future access issues when we close E Sunnyside School Rd. I am willing to approve a variance to extend Tract 997 and serve the parcel to the south, as a shared driveway, if it would work into their design. See the illustration below.



2. We are proposing to utilize the PRD provisions of the MMC. Is there any provision on our layout we should pay specific attention to?

Staff Comment: Yes. Please see comments 6 – 11 below.

3. Density incentives – can we utilize #3 Community Image and Identity and #10 Pedestrian Connection and Walkability fees to meet this density requirement?

Staff Comment: There are no provisions in the code prohibiting the use of both RDI techniques #3 (\$15,000 towards capital improvements per bonus lot) and #10 (\$15,000 fee in lieu for qualifying frontage improvements).

4. Based on the site plan – we are assuming the following RDI design incentives would be acceptable to the city. Please confirm.

Staff Comment: Per comment #1 below and based on the information provided, the maximum density for this project is actually 27 lots, with the potential for 12 bonus lots. The proposed RDI techniques seems reasonable, with a few caveats:

- RDI 7c - the proposed perimeter landscaping must exceed the requirements of the PRD code and Design Standards for the East Sunnyside Whiskey Ridge Subarea Plan.
- RDI 7e – the formal application will need to include an inventory of proposed park and open space areas. The site plan illustrates two open space/recreation Tracts totaling 35,573 SF, which is different from the calculation provided in the project narrative.
- RDI 9 - a 5% increase over the base density is still available, if the project has LID integration in project design and stormwater facility construction. Staff has some concerns about the feasibility of LID for this site because of the underlying soils and the fact that a stormwater vault is proposed.
- RDI 6 – the formal submittal will need to articulate and illustrate qualifying active recreation amenities to achieve these bonus lots.
- The City does not allow double counting for the same improvements, so if RDI 2c (regional trail) and 10 (pedestrian connections and walkability) are proposed for the same 326 feet of improvement, only one will be accepted for RDI bonus units.

- . RDI 3, a \$15,000 contribution for capital project, is available.

PRE-APPLICATION COMMENTS:

1. The site is currently zoned Whiskey Ridge, high density single-family (WR-R-4-8). Single-family development is a permitted use in the WR R-4-8 zone. The base density for the WR R-4-8 zone is 4.5 du/acre and the maximum density is 8 du/acre, when utilizing [MMC Chapter 22C.090 Residential Density Incentives](#) (RDI).
 - . Based on the information provided, the maximum possible density 27 lots per [MMC 22C.010.110 Calculations – allowable dwelling units](#).
 - . See comments above regarding the proposed RDI techniques.
2. Permit processing fees for the proposal are:
 - . Preliminary Binding Site Plan: \$5,000.00 plus \$100.00 per lot
 - . Final Binding Site Plan: \$1,000.00 plus \$100.00 per lot
 - . Planned Residential Development: \$2,500.00
 - . SEPA: \$1,000.00 (21 - 100 lots)
 - . Critical Areas Analysis: \$1,500.00 (2.01 – 10 acreage site)
 - . Civil construction plan review See Kacey Simon’s memo
3. The following supporting documentation is required with the formal application submittal:
 - . Geotechnical soils report
 - . Preliminary engineered drainage plans and drainage report
 - . Traffic Impact Analysis
 - . Critical Areas Memo
4. The following bulk and dimensional standards apply for a PRD in the WR R-4-8 zone:
 - . Street 10’ Porches may extend as close as 7’ from the street, sidewalk, right-of-way, or public/community improvement.
 - . Side Yard 5’
 - . Side Yard (adjacent to street) 10’
 - . Side Yard (adjacent to arterial) 15’
 - . Rear Yard 10’ Consistent with MMC [22C.010.310\(3\)](#), rear yard setbacks may be reduced to zero feet for garages if an alley is provided. Living space is allowed up to the rear property line or alley when above a garage. If the garage does not extend to the property line, the dwelling unit above the garage may be extended to the property line.
 - . Critical Areas and buffer 15’
 - . Height 30’
 - . Building Coverage No maximum building coverage
 - . Impervious Surface 70%
 - . Lot Area 3,500 SF
 - . Lot Width 30’
 - . Driveway Length 20’

- . Parking 3 stalls per single-family dwelling: 2 per dwelling for residents, plus 1 additional guest parking. An enclosed private garage may be utilized to meet the required parking for residents. Driveways can be counted as resident or guest parking spaces, provided said driveway complies with the bulk and dimensional standards.
5. Lots that are 5,000 SF or less shall be required to comply with [MMC 22C.010.310 Small lot single-family dwelling development standards](#).
 6. The applicant is required to demonstrate compliance with the PRD Decision Criteria, outlined in [MMC 22G.080.050\(2\)](#):
 - . Consistency with Applicable Plans and Laws. The development will comply with all applicable provisions of state law, the Marysville Municipal Code, comprehensive plan, and any applicable subarea plan(s).
 - . Quality Design. The development shall include high quality architectural design and well-conceived placement of development elements including the relationship or orientation of structures
 - . Design Criteria. Design of the proposed development shall achieve two or more of the following results above the minimum requirements of this title and Chapters 22G.090 and 22G.100 MMC; provided, that such design elements may also be used to qualify for residential density incentives as provided in Chapter 22C.090 MMC:
 - i. Improving circulation patterns or the screening of parking facilities;
 - ii. Minimizing the use of impervious surfacing materials;
 - iii. Increasing open space or recreational facilities on site;
 - iv. Landscaping, buffering, or screening in or around the proposed PRD;
 - v. Providing public facilities;
 - vi. Preserving, enhancing, or rehabilitating natural features of the subject property such as significant woodlands, wildlife habitats or streams;
 - vii. Incorporating energy-efficient site design or building features;
 - viii. Incorporating a historic structure(s) or a historic landmark in such a manner as preserves its historic integrity and encourages adaptive reuse.
 - . Public Facilities. The PRD shall be served by adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer, and parks and recreation facilities.
 - . When PRDs are located within or adjacent to single-family residential zones and are, or may be, surrounded by traditional development with detached dwelling units, PRDs shall be designed and developed to be consistent with a single-family residential environment. If attached dwellings and multiple-family dwellings are part of the PRD they will be dispersed throughout the project to create an integrated mix of housing types
 - . Perimeter Design. The perimeter of the PRD shall be compatible in design, character, and appearance with the existing or intended character of development adjacent to the subject property and with the physical characteristics of the subject property
 - . Open Space and Recreation. Open space and recreation facilities shall be provided and effectively integrated into the overall development of a PRD and surrounding uses.
 - . Streets, Sidewalks and Parking. Existing and proposed streets and sidewalks within a PRD shall be suitable and adequate to carry anticipated motorized and pedestrian traffic within the proposed project and in the vicinity of the subject property. A safe walking

path to schools shall be provided if the development is within one-quarter mile of a school (measured via existing or proposed streets or pedestrian corridors) or if circumstances otherwise warrant. Adequate parking shall be provided to meet or exceed the requirements of the MMC.

- . Landscaping. Landscaping shall be provided in public and semi-public spaces and shall integrate them with private spaces. Landscaping shall create a pleasant streetscape and provide connectivity between homes and common areas, using trees, shrubs, and groundcover throughout the development and providing for shade and visual relief while maintaining a clear line of sight throughout the public and semi-public spaces.
 - . Maintenance Provisions. A means of maintaining all common areas, such as a homeowners' association, shall be established, and legal instruments shall be executed to provide maintenance funds and enforcement provisions.
7. The PRD Site Plan shall include all of the elements outlined in MMC [22G.080.060 Required elements of PRD site plans](#) and [MMC 22G.100.090](#)(3).
8. Pursuant to [MMC 22G.080.070](#), the following development standards apply:
- . Accessory dwelling units are not permitted for single-family detached dwellings unless approved as part of the PRD site plan.
 - . Each single-family detached unit shall have at least 200 square feet of private open space set aside as private space for that dwelling unit. No dimension of such open space shall be less than 10 feet. The open space does not need to be fenced or otherwise segregated from other dwellings or open space in the development unless so conditioned through the approval process.
 - . Common open space is required pursuant to MMC [22G.080.100](#). The common open space must be arranged to maximize usability.
- Staff comment:** as proposed, staff has concerns regarding access to Tract 998. It appears the tract is cut off from the development and is only accessible via E Sunnyside School Road.
- . At least 25 percent of the dwellings on lots less than 5,000 square feet must have vehicle access points via shared or single-car-width driveway, alley, auto court, or other method of accessing dwellings other than direct street access.
- Staff comment:** based on the information provided, the proposal appears to meet this shared access requirement. Engineering Services and Traffic may have concerns relating to the distance between the intersection of Drive A and Drive B with proposed Tract 997.
9. The site plan shall comply with the PRD open space standards outlined in [MMC 22G.080.100](#).
- Staff comment:** Provide an inventory of active and passive open space areas. Thirty-five percent (35%) of the required open space shall be active open space as outlined by subsection (4)(e).
10. Pursuant to [MMC 22G.080.110 Preservation of existing features](#), the following provisions apply to the PRD:
- . Existing trees and other natural and unique features shall be preserved wherever possible. The location of these features must be considered when planning the open space, location of buildings, underground services, walks, paved areas, playgrounds, parking areas, and finished grade levels.
 - . The city shall inquire into the means whereby trees and other natural features will be protected during construction. Excessive site clearing of topsoil, trees and natural or unique features before commencement of building operations may disqualify the project as a PRD.

11. The following design standards, outlined in the East Sunnyside/Whiskey Ridge Design Standards and Guidelines, apply to the PRD:

- . All residential developments shall be designed to front onto streets. Configurations where dwelling units and/or residential lots back up any street are prohibited except for those lots adjacent to State Route 9. For example, new subdivisions along 83rd Avenue NE could be configured so that lots fronting on the street feature alley access in the rear or other shared driveway access as approved by the City on the side of the lots. Lot configurations where side yards face the street are acceptable.

Staff Comment: proposed Lots 11 – 15 are required to front onto 87th Avenue NE. Lot 11, fronting on 87th Ave NE and Drive A, will be allowed to have a side-yard orientation towards the arterial, with vehicle access off Drive A.

Below is an example for Lot 11: a corner lot house with a side yard facing an arterial and the vehicle access on the neighborhood street.



- . The maximum height of solid (more than 50% opaque) freestanding walls, fences, or hedges in any front yard or other location between the street and the façade shall be 3-1/2 feet unless a taller wall is required, per the *Director*, to mitigate significant noise and traffic impacts.
 - . The maximum height of any decorative wall or fence which allows visibility (no more than 50% opaque), such as a wrought iron or split rail fences, shall be 6 feet. Such fences shall be set back from the sidewalk at least 3 feet to allow for landscaping elements to soften the view of the fence.
 - . In development configurations where side yards abut a street, fences taller than 3-1/2 feet shall be setback at least 5 feet from the sidewalk to allow for landscaping to soften the view of the fence. Provisions for long-term maintenance of this landscaping shall be addressed on the plat.
 - . Developments shall avoid configurations that have uses that back up against a street. Where unavoidable, fences between a street and any use shall be limited to 3-1/2 feet in height.
12. A preliminary landscape plan is required with the PRD site plan that includes preservation of existing trees, recreational elements and landscaping pursuant to the design standards outlined in [MMC Chapter 22G.080](#). Additionally, the following landscape elements apply:
- . See the plan submittal requirements outlined in [MMC 22C.120.030](#).

- . See the water conservation standards outlined in [MMC 22C.120.050](#).
 - . See the street tree requirements outlined in [MMC 22C.120.140](#).
 - . See the soil amendment requirements outlined in [MMC 22C.120.170](#).
 - . All planter strips shall be landscaped with street trees and sod.
13. Provide landscape maintenance security information (duration, calculation method, timing that it's due, etc.).
 14. The joint use auto courts and panhandles shall be constructed with scored concrete, paving blocks, bricks, or other ornamental pavers to clearly indicate that the entire surface is intended for pedestrians as well as vehicles, as outlined in the City of Marysville Design Guidelines and Engineering Design and Development Standard (EDDS) Section 3-219. A detail of the surfacing of the auto court will be required to be provided on the civil construction plans and approved by the City Engineer.
 15. 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 Section 22G.120.270.
 16. Prior to final PRD approval, the applicant shall submit to the City for its approval, covenants, deed restrictions, homeowners' association bylaws, and other documents providing for preservation and maintenance of all common open space, parking areas, walkways, landscaping, signs, lights, roads, and community facilities consistent with MMC Section 22G.080.120. All common areas and facilities shall be continuously maintained at a minimum standard at least equal to that required by the City, and shall be approved by the City at the time of initial occupancy. Said restrictive covenants shall also include provisions to address parking enforcement and a statement from a private attorney as the adequacy of the covenants to fulfill the requirement of the PRD.
 17. The Department of Archaeology and Historic Preservation's (DAHP) Inadvertent Discovery Plan shall be followed during site construction. If at any time during construction archaeological resources are observed on the project site, work shall be temporarily suspended at the location of discovery and a professional archaeologist shall document and assess the discovery. The DAHP and all concerned tribes shall be contacted for any issues involving Native American sites. If project activities expose human remains, either in the form of burials or isolated bones or teeth, or other mortuary items, work in that area shall be stopped immediately. Local law enforcement, DAHP, and affected tribes shall be immediately contacted. No additional excavation may be undertaken until a process has been agreed upon by these parties, and no exposed human remains should be left unattended.
 18. Prior to civil construction plan approval, the applicant shall demonstrate that the natural topography of the site is preserved to the extent feasible, and that the proposal complies with the design criteria outlined in MMC Section 22D.050.030(4).
 19. The following are the current impact fees, vesting and payment due dates:

Impact Fee Type	Impact Fee Rate	Vesting	Payment Due
Marysville Traffic	\$6,300 per PMPH trip	Complete Application	Prior to recording
RAB – Soper Hill Road at 87 th Avenue NE	\$1,700 per PMPHT	Complete Application	Prior to recording

Marysville Parks	\$1,570 per lot	Building Permit Submittal	Prior to BP issuance
Lake Stevens Schools	\$9,788 + \$50 admin. Fee per lot	Building Permit Submittal	Prior to BP issuance

20. The following highlights some, but not all, of the required improvements outlined in the comments provided by various city and other agency reviewers:

- . Sewer capacity is not currently available for the development of this site. Please see comments provided by Kacey Simon, Civil Plan Reviewer.
- . No direct lot access is permitted to 87th Ave NE.
- . Since this project is not exempt from SEPA review, traffic mitigation may be required under the City of Marysville/Snohomish County interlocal agreement.

Enclosed are copies of comments received from other City departments, and reviewing agencies. After you have had an opportunity to review, please let me know what pre-application comments need additional clarification. Once received I can set up a video conference call with all of the applicable city and agency representatives. You can reach me at (360) 363-8216 or ktourtellot@marysvillewa.gov.

Sincerely,

Kate Tourtellot

Kate Tourtellot
Senior Planner

cc: Chris Holland, Planning Manager



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Kate Tourtellot, Senior Planner

FROM: Brad Zahnow, Development Services Technician

DATE: January 19, 2022

SUBJECT: PREA22-002 Kallicott-Sunnyside PRD
4614 87th Avenue NE & 8507 E. Sunnyside School Road
AFN's: 00590700016201, 00590700016202

Residential Utility Capital Improvement Fees

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

Recovery (Latecomer) Fees

No recovery fees are applicable to this project.

Utility Main Fees

No utility main fees are applicable to this project.

ULID/LID Fees

No ULID/LID fees are applicable to this project.

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270



UTILITY CAPITAL IMPROVEMENT CHARGES - 2021

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

RESIDENTIAL UNITS

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

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

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

COMMERCIAL / INDUSTRIAL

WATER

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

SEWER

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

SURFACE WATER / STORM DRAINAGE

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

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

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

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



MARYSVILLE
WASHINGTON

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

MEMORANDUM

To: Kate Tourtellot, Senior Planner

From: Kacey Simon, Civil Plan Reviewer

RE: Kallicott-Sunnyside PRD, File# PREA22-002
Proposed construction of 26-lot single-family Planned Residential Development
4614 87th Ave NE & 8507 E. Sunnyside School Road
Parcel's # 00590700016201 & 00590700016202

Date: 1/27/2022

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

1. **Existing utilities:**

- a. Sanitary sewer: There currently isn't any sewer available to the project site. There are two options to obtain sewer service:
 - i. (Preferred alternative) There is a new sewer lift station planned on Densmore Road, roughly ½-mile south of the site. Initial studies for the facility have just begin, so the timing of the facility's construction is not yet known, but anticipated within the next couple of years. The project could extend a main from the site to the new lift station (or nearest connection point) once that facility is in-place.
 - ii. The Prospector 2 development immediately north of this site is obtaining sewer service to the west by providing off-site capacity improvements. This project could procure a study to determine the additional off-site sewer improvements that would be necessary to achieve sufficient capacity to the west, then potentially connect to the Prospector 2 system. Sewer plans for Prospector 2 are available upon request.
 - b. Water: An 8" water main is currently located along Sunnyside School Road and can be found on record drawing WE-61.
 - c. Storm: Currently there is no storm located near the project site.
2. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project.
- a. Sanitary sewer mains, water mains, and stormwater facilities shall be constructed within the new City streets and along the projects frontage on 87th Ave. NE.

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. 87th Ave. NE is classified as a 60-foot collector arterial with 5-foot planter strips and a 12 foot multi use path. 87th Ave. NE shall be widened to provide a 12 foot lane, and be in accordance with the East Sunnyside Design Standards and Guidelines.

4. **Dedication Requirements:**
 - a. 87th Ave. NE appears to currently have a 60 foot right-of-way.
 - b. The newly created City streets shall be dedicated to the City with a 50 foot right-of-way.

5. **Access:**
 - a. New roads should be constructed to SP 3-218-001.
 - b. The main plat access will be allowed from 87th Ave NE as long as the entrance can meet the arterial access spacing requirements from the neighboring proposed Nordstrom PRD and 87th Ave Assemblage PRD. Although no direct lot access will be granted onto 87th Ave NE as it is an arterial (EDDS 3-301). No direct access to 87th is being shown.
 - c. Access will be allowed from the newly proposed Prospector development to the north.
 - d. Access will not be allowed from Sunnyside School Road as this road is designated to be closed eventually and repurposed as a pedestrian trail.
 - e. Access will also need to be given to the neighboring parcel (00590700017503) to the south since their only access is from Sunnyside School Road which will be closed. A variance would be accepted to extend TRACT 997 to the south to serve this parcel as a shared driveway.
 - f. Per EDDS 3-302, bullet 6: Where a property has frontage on more than one roadway, access will generally be limited to the lowest volume roadway where the impacts of a new access will be minimized.
 - g. The minimum width of a residential driveway is 12-feet and the maximum is 26-feet. Curb cuts shall be limited to a 20 foot maximum.
 - h. 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.
 - i. Auto courts are permitted in a PRD. The auto court is to be built compliant with section 3-219 of the EDDS, and surfaced with decorative concrete or stamped asphalt. They shall serve 6 lots maximum.

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. A geotechnical report will be required. Should infiltration methods be proposed and less than 5 feet of separation exists to the seasonal high water table, a mounding analysis will be required. The mounding analysis shall be performed during the wet season.
- c. The maximum allowed impervious surface coverage for the Zoning designation is 70% for a PRD.

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 Shane Whitney, 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 = 1 week
 - iv. Subsequent reviews repeat the above schedule.

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: Kate Tourtellot – Senior Planner

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

DATE: February 4, 2022

SUBJECT: PREA 22-002 – Kallicott-Sunnyside PRD

I have reviewed the Pre-application Site Plan for the proposed Kallicott-Sunnyside PRD at 4614 87th Ave NE and 8507 E. Sunnyside School Road 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.
 - a. Per ILA with City of Lake Stevens, Impact fees may be required for construction of Soper Hill Road & 87th Ave NE Roundabout if Trip Generation/Distribution will include trips through intersection during PM Peak.
- 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.
 - c. Trip Distribution shall follow representations to be provided for neighboring areas developed based upon Comprehensive Plan Traffic Model to be provided.
- 3) Undergrounding of overhead utilities along frontage shall be required.
- 4) 87th Ave NE frontage:
 - a. Designated as Collector Arterial roadway with 22' of asphalt pavement including curb, gutter, 12' multi-use trail, landscape strip and city owned decorative street lighting.
 - b. Frontage shall be constructed per EDDS Standard Plan 3-201-008 within 60' ROW.
- 5) Sunnyside School Road:
 - a. Comprehensive Plan calls for roadway from 83rd Ave NE to 87th Ave NE to be relocated to the south in line with 44th ST NE.
 - b. Existing Sunnyside School Road will be designated as a multi-use trail only following roadway relocation by future development.
 - c. New access from proposed development to Sunnyside School Road should not be allowed.
- 6) Adjacent parcel to the south with existing frontage only upon Sunnyside School Road shall be provided a means of public Road access through development for future access when trail is designated and vehicle traffic removed.

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270

- 7) Per EDDS 3-506, street lighting will be required.
 - a. Street Lighting upon residential street(s) shall be PUD installed fiberglass pole installation type street lighting.
 - i. Residential street(s) shall be designed as collector arterial utilizing 100 watt equivalent LED fixtures.
 - ii. Spacing of fixtures should be approximately 180'-220'.
 - iii. As part of civil construction approval proposed PUD street lighting locations will be provided by the City to the developer for submission to PUD and incorporation into the PUD site electrical plans.
 - iv. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD street lighting.
 - b. 87th Ave NE Street lighting shall be designed as City owned decorative street lighting to match existing decorative street lighting upon 87th Ave NE to the north.
 - i. This will include design of full city owned street lighting system including, service cabinet, conduit, wire, junction boxes, street light poles/foundations, etc.
 - ii. Street lighting design engineer shall request from City Traffic Engineer, City Traffic Division Special Provisions which will further identify decorative components.
 - iii. New Power Service shall be required.
 - iv. Photometric layout shall be performed assuming full width buildout of 87th Ave NE with staggered street lighting layout.
 1. Developer will only be required to construct street lights located upon development frontage with opposite side of roadway being installed as part of future development.
- 8) A signing and channelization plan shall be required as part of civil construction plans.



MEMORANDUM

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

DATE: December 22, 2021

SUBJECT: City of Marysville - Traffic Impact Analysis Guidelines

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

Purpose of TIA:

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

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

Definitions:

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

WHISKEY RIDGE NORTH - EXISTING



City of Marysville

November 2017

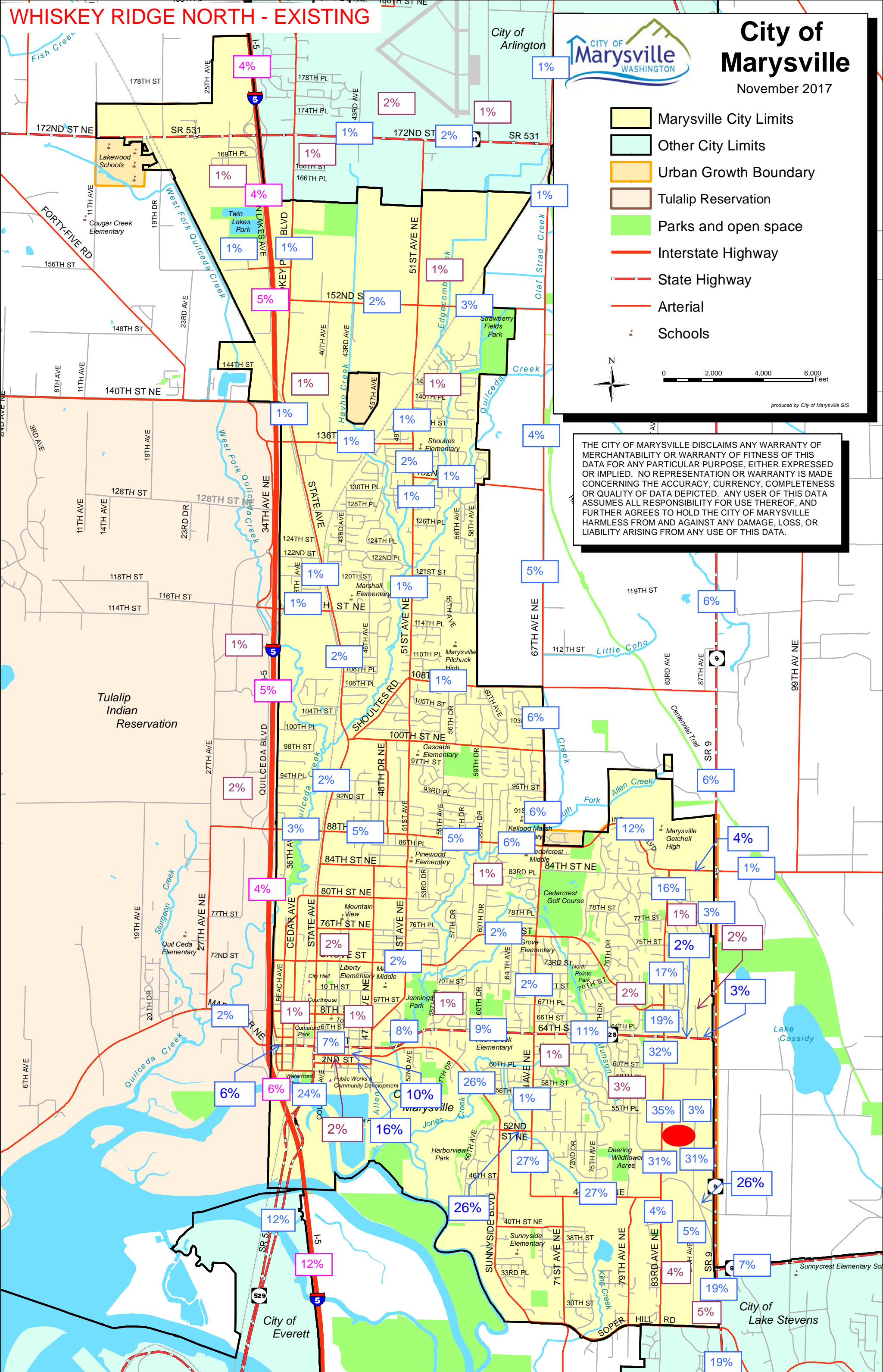
- Marysville City Limits
- Other City Limits
- Urban Growth Boundary
- Tulip Reservation
- Parks and open space
- Interstate Highway
- State Highway
- Arterial
- Schools



0 2,000 4,000 6,000 Feet

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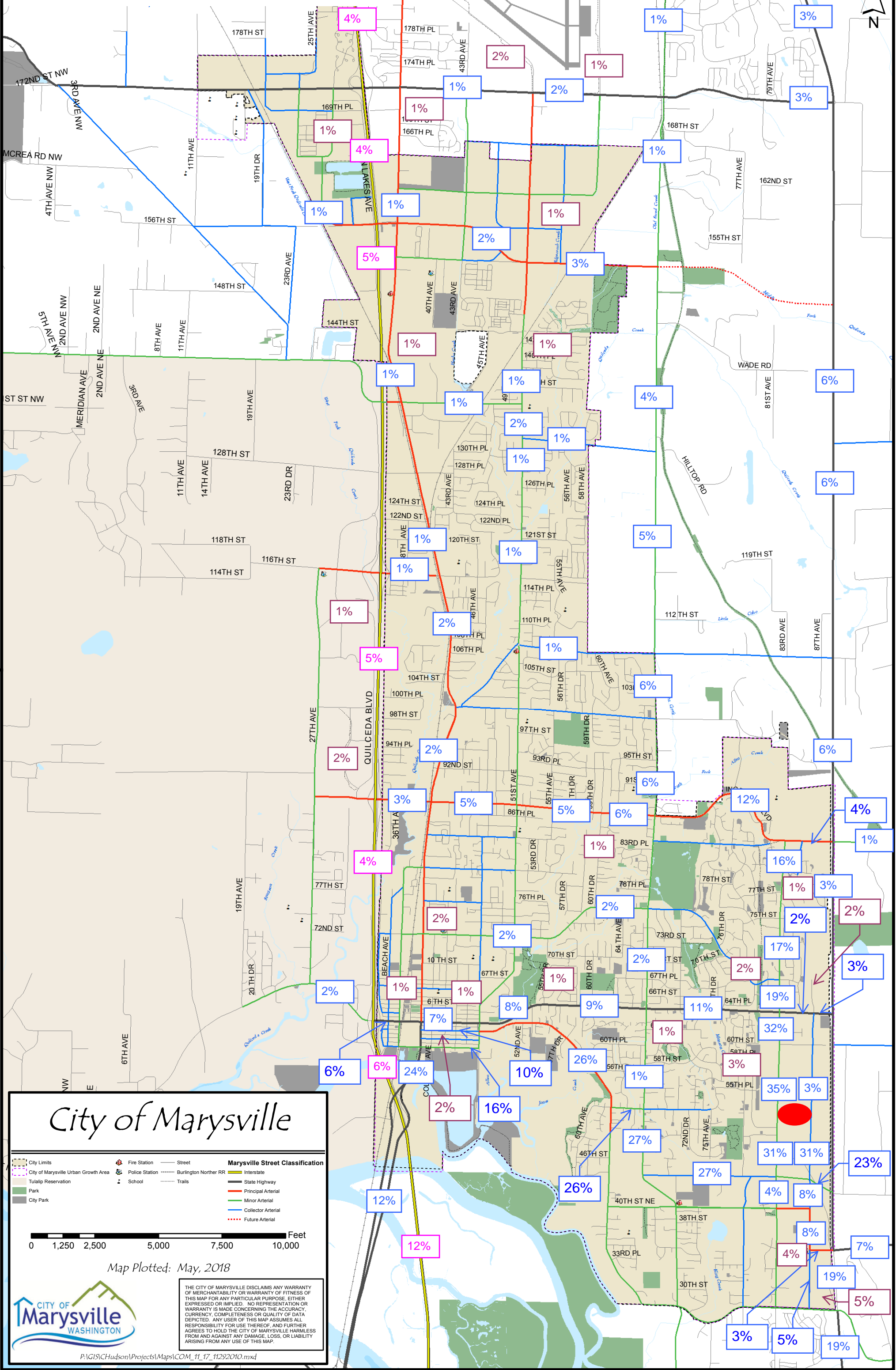
Tulip Indian Reservation

City of Everett

City of Lake Stevens

City of Arlington

WHISKEY RIDGE NORTH - HORIZON



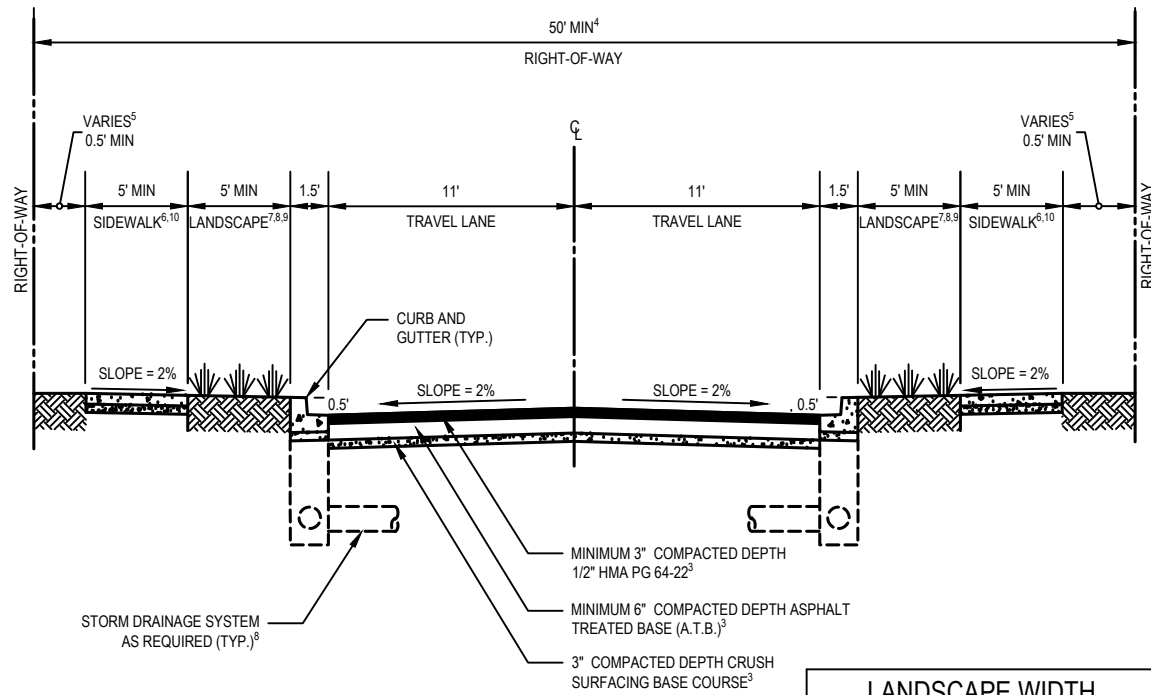
City of Marysville

			Marysville Street Classification

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

Map Plotted: May, 2018

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NOTES:

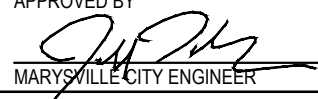
1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTIONS CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT 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*
STATE AVENUE	5' MIN*


*SHALL BE PER CITY ENGINEER OR DESIGNEE.

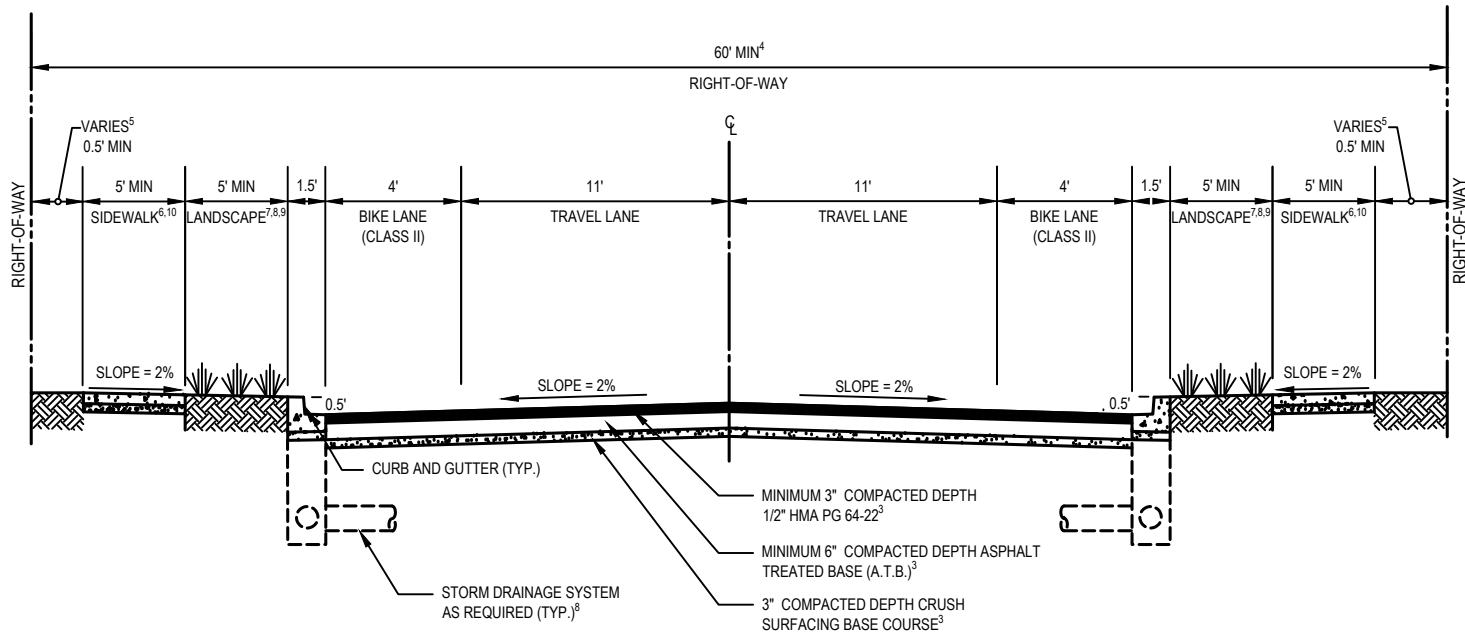
SIDEWALK WIDTH	
MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
LAKEWOOD	5' MIN*
DOWNTOWN	5' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

 MARYSVILLE CITY ENGINEER

07/14/20
 DATE

 **2-LANE ARTERIAL**



NOTES:

1. REFER TO CITY OF MARYSVILLE STANDARD PLAN 3-201-000 FOR ARTERIAL SECTION GENERAL NOTES.
2. INTERSECTIONS MAY WARRANT ADDITIONAL TURN LANES THAN SHOWN ON THIS DRAWING. COORDINATE WITH THE CITY ENGINEER OR DESIGNEE FOR INTERSECTION CONFIGURATIONS.
3. THIS DRAWING ILLUSTRATES A MINIMUM ROADWAY PAVEMENT SECTION. ROADWAY SECTION SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
4. THE RIGHT-OF-WAY WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER OR DESIGNEE.
5. SLOPES AND DRAINAGE REQUIREMENTS BEHIND SIDEWALK SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER 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*
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*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

[Signature]
MARYSVILLE CITY ENGINEER

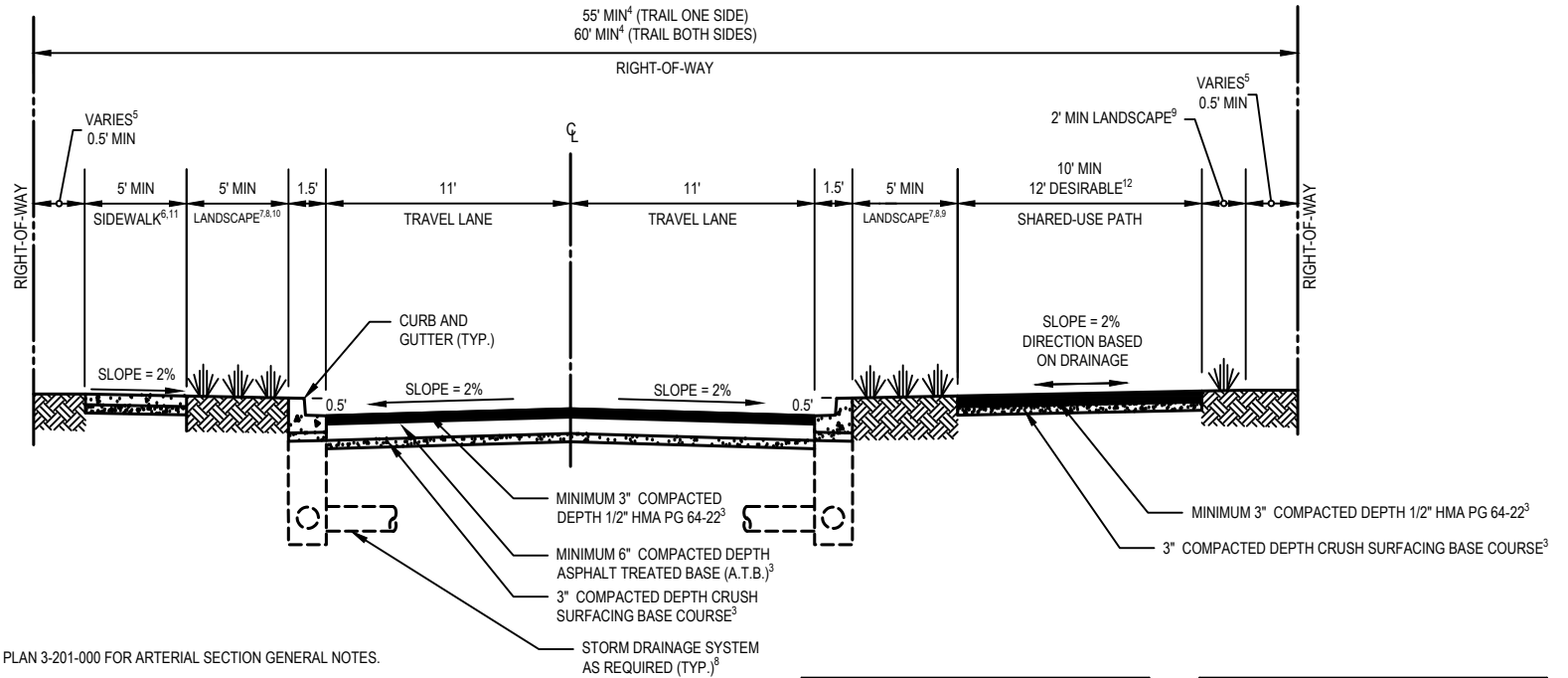
07/14/20

DATE



2-LANE ARTERIAL

BICYCLE
CONFIGURATION



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9. THE MINIMUM HORIZONTAL CLEARANCE FROM THE EDGE OF SHARED-USE PATH PAVEMENT TO AN OBSTRUCTION SHALL BE 2', UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR DESIGNEE. SLOPES SHALL BE NO STEEPER THAN 6H:1V FROM EDGE OF SHARED-USE PATH.
10. LANDSCAPING MAY BE PLACED BEHIND SIDEWALK AND SHALL BE REVIEWED/APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER OR DESIGNEE.
11. SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.
12. SHARED-USE PATH SHALL BE 12' WHEN LANDSCAPING STRIP BETWEEN THE ROADWAY AND SHARED-USE PATH IS NOT PRESENT.

LANDSCAPE WIDTH	
MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' MIN*
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*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

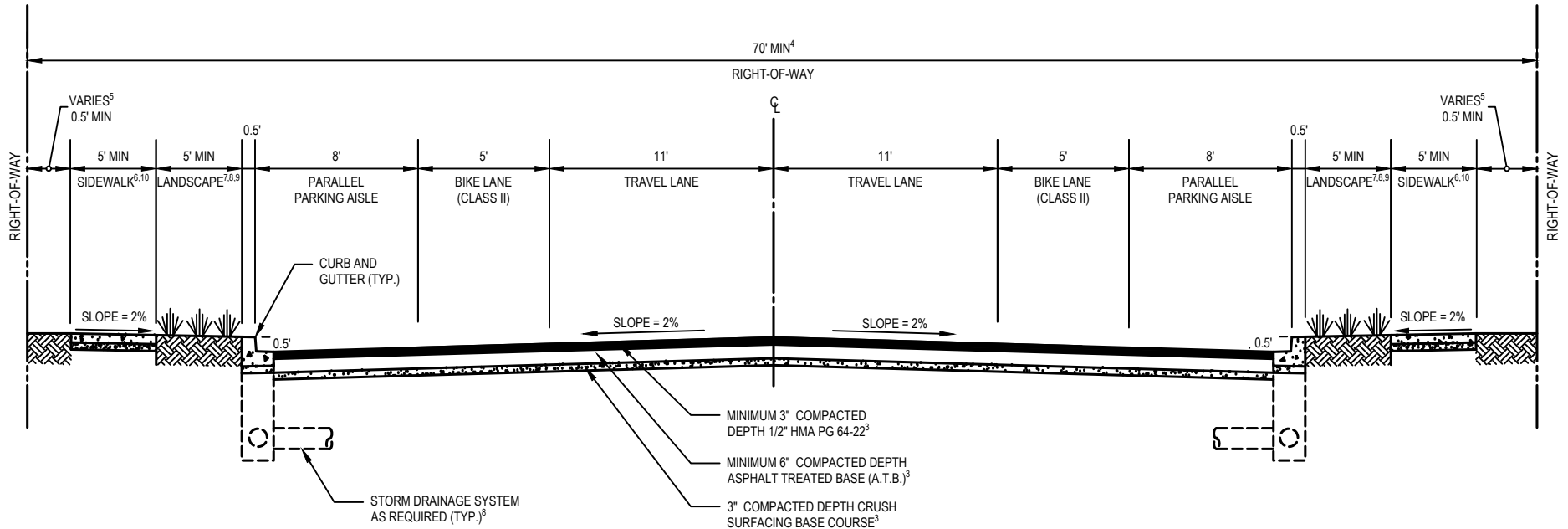
 MARYSVILLE CITY ENGINEER

07/14/20
 DATE



2-LANE ARTERIAL

SHARED-USE PATH
 CONFIGURATION



NOTES:

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LANDSCAPE WIDTH

MASTER PLAN	WIDTH
LAKEWOOD	5' MIN*
DOWNTOWN	3' 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*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

APPROVED BY

[Signature]
MARYSVILLE CITY ENGINEER

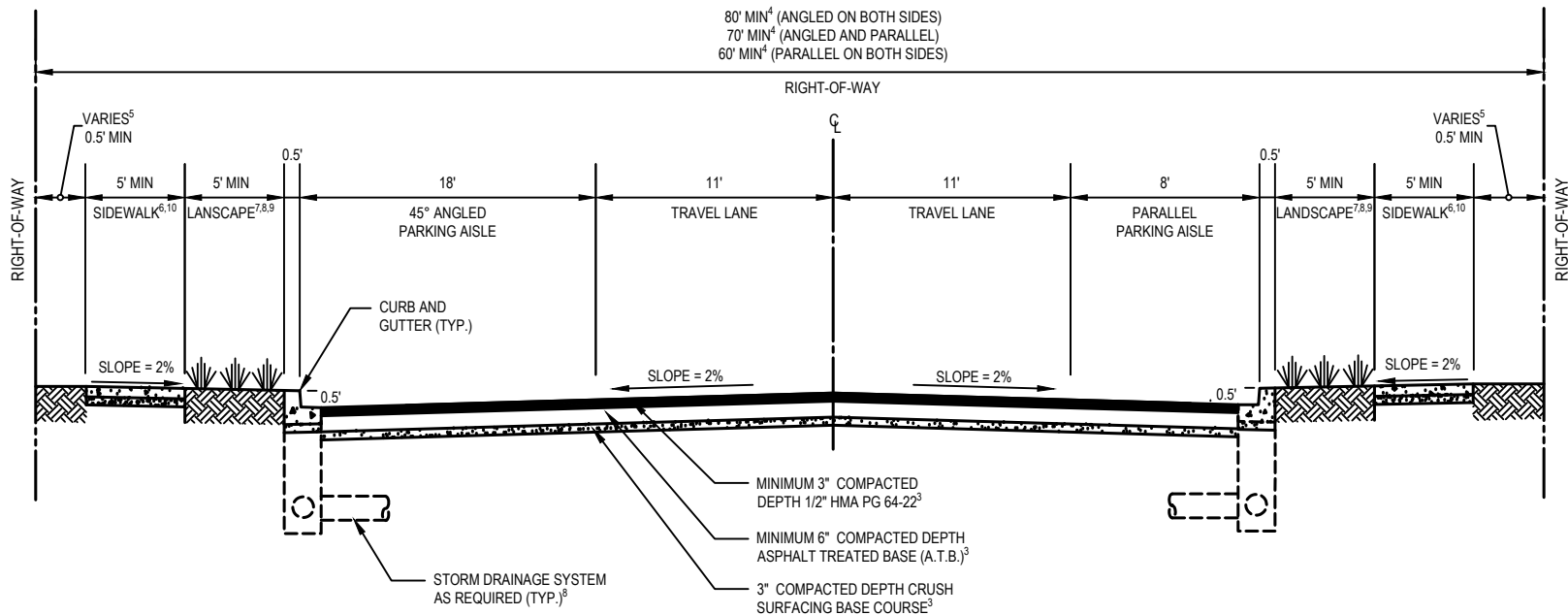
07/14/20

DATE



2-LANE ARTERIAL

PARKING CONFIGURATION 1



NOTES:

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- SIDEWALK WIDTH SHALL BE 6' MINIMUM IF ADJACENT TO CURB.

LANDSCAPE WIDTH	
MASTER PLAN	WIDTH
DOWNTOWN	3' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH	
MASTER PLAN	WIDTH
DOWNTOWN	5' MIN*
STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

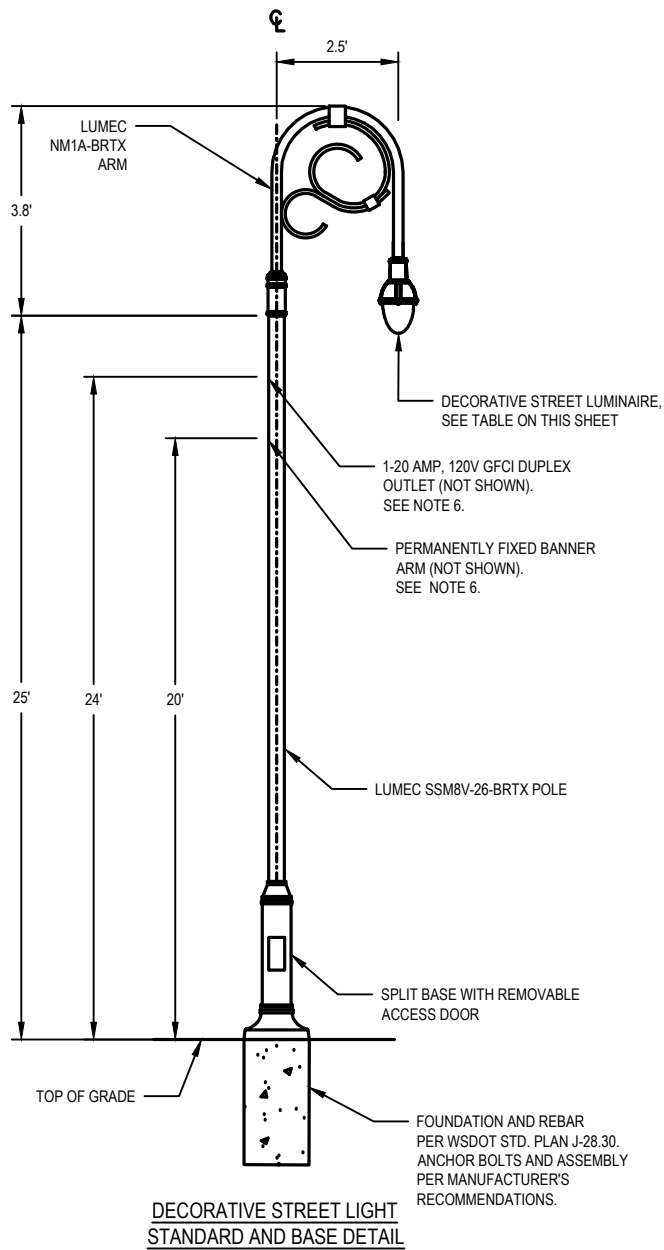
APPROVED BY
[Signature]
MARYSVILLE CITY ENGINEER

07/14/20
DATE



2-LANE ARTERIAL

PARKING CONFIGURATION 2



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

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

NOTES

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

APPROVED BY

[Signature]
MARYSVILLE CITY ENGINEER

07/14/20

DATE



STREET AND PEDESTRIAN LIGHTING STANDARDS - SEGMENT 1

Kate Tourtellot

Subject: FW: [External!] RE: Request for Review - Kallcott-Sunnyside PRD Pre-Application | PREA22-002
Attachments: Generic Offer Form for All Developments Inside Cities.pdf

From: Dhaliwal, Gurpreet <Gurpreet.Dhaliwal@co.snohomish.wa.us>
Sent: Friday, January 14, 2022 12:36 PM
To: Kate Tourtellot <ktourtellot@marysvillewa.gov>
Subject: [External!] RE: Request for Review - Kallcott-Sunnyside PRD Pre-Application | PREA22-002

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

Hello,

The county received the city's request for review for PreA22-002. If the development is subject to SEPA, then mitigation under the county/city interlocal agreement is required.

The applicant has two options for determining the development's proportionate share mitigation. The applicant may **(1)** prepare a comprehensive traffic study to determine the development's proportionate share impact to the county adopted capacity improvements or **(2)** the applicant may have its proportionate share impact mitigation based on its average impact to County facilities as described in exhibit 2 of the ILA.

If option 1 is chosen, a comprehensive traffic study is needed consistent with the attached checklist.

If option 2 is chosen, the mitigation can be calculated based on \$/new ADT impacting the county road system.

The county requests mitigation based on one of the two options identified above. A written offer is required for either option chosen. An offer form is attached for the applicant's use.

Thank you for the opportunity to review this proposal.

Gurpreet Dhaliwal | Engineer II
[Snohomish County Public Works](#) | Traffic Operations
3000 Rockefeller Avenue, M/S 607 | Everett, WA 98201
425-388-3870 | Gurpreet.Dhaliwal@snoco.org

Follow us on: [Facebook](#) | [Twitter](#)

NOTICE: All emails and attachments sent to and from Snohomish County are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

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

<p>Basic Development Information</p> <p>Name of City in which development is located _____</p> <p>Name of Proposed Development _____</p> <p>City Project File Number (if known) _____</p> <p>Name of Applicant _____</p> <p>Address of Applicant _____</p>																													
<p>Proportionate Share Calculation: Choose Option A or B</p> <p><input type="checkbox"/> Option A: Based on a percentage of the County's adopted impact fee (Attach traffic worksheet.)</p> <p>1. The applicable percentage of the County's fee: _____ %</p> <p>2. Net New Average Daily Traffic: _____ ADT</p> <p>3. The adopted County impact fee for this development: _____ \$/ADT</p> <p>4. Total Proportionate Share Amount: \$ _____</p> <p><input type="checkbox"/> Option B: Based on a comprehensive traffic study (Attach traffic worksheet and traffic study)</p> <p>_____ No road improvements are impacted. Hence, proportionate share amount is zero.</p> <p>_____ The following road improvements are impacted. The calculation of proportionate shares is summarized below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">List by Names/Description the Impacted County Projects (attach other pages if necessary)</th> <th style="width: 10%;">County Project ID#</th> <th style="width: 15%;">PHTs Impacting Project</th> <th style="width: 15%;">Capacity Cost per PHT</th> <th style="width: 20%;">Proportionate Share Obligation per Impacted Project</th> </tr> </thead> <tbody> <tr> <td>1. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. _____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">4. Total Proportionate Share Amount (sum of obligations for each impacted project)</td> <td>\$ _____</td> </tr> </tbody> </table>					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)				\$ _____
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2. _____																													
3. _____																													
4. Total Proportionate Share Amount (sum of obligations for each impacted project)				\$ _____																									
<p><input type="checkbox"/> Trip Distribution and Assignment if Required</p> <p>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).</p>																													
<p><input type="checkbox"/> Mitigation of Other Impacts if Required for Developments Generating More than 50 Peak-Hour Trips</p> <p>Mitigation of Impacts on Level of Service _____ No impact or not applicable _____ Mitigation as described in attached traffic study.</p> <p>Mitigation of Impacts on Inadequate Road Conditions _____ No impact or not applicable _____ Mitigation as described in attached traffic study.</p> <p>Mitigation for Impacts on Access or Circulation _____ No impact or not applicable _____ Mitigation as described in attached traffic study.</p>																													
<p><input type="checkbox"/> Written Offer</p> <p>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.</p> <p>BY: _____ Date _____</p> <p>Signature by Authorized Official of Applicant or Authorized Representative</p> <p>Print Name and Title _____</p> <p><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.</p>																													

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 _____
City Project File Number _____
Received by: _____
_____ Date _____
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: _____
_____ Date _____
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



Marysville Fire District

YOUR RISK PREVENTION TEAM
1094 Cedar Avenue, Marysville WA 98270

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

To: Kate Tourtellot, Senior Planner
From: David VanBeek, Assistant Fire Marshal
Date: February 1, 2022
Subject: PreA22-002 Kallcott-Sunnyside PRD 4614 87th Ave NE

I have completed a review of the preliminary plans for this project proposing development of a 4.29-acre site for a 26-lot PRD. Plans show a single 50' ROW roadway Drive A through the site with access into the site at both ends from 87th Ave NE and from E Sunnyside School Road. The roadway is about 500+' long east to west, with one short stub north Drive B. All lots appear to have access from Drive A, except for seven lots accessed by two 20' wide autocourt style tracts off the south side of Drive A. *Access proposed appears acceptable to all lots.*

Plans do not show proposed water main extensions or fire hydrants. Water main extension into and through the site, and along the frontages with fire hydrants in approved locations will be required. Hydrants are required along all roadways, and at intersections, with maximum spacing of 600' apart in SF developments. *Water main extension with approved fire hydrant locations will be required.*

The City GIS water map shows existing 8" DI water main along E Sunnyside School Road, but no water main along 87th Ave NE. No information about available fire flow is provided for the existing fire hydrant near this site. *The minimum fire flow required for the site is 1,000 gpm based on SF residential use.*

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

1. The project shall comply with current fire code requirements (2018 IFC) including WA State and local City of Marysville amendments to the fire code, city design standards, and applicable NFPA standards, including IFC Chapter 33 and NFPA 241 construction codes.
2. Fire marshal approval of fire access and fire hydrant/water supply systems is required as part of the civil construction plan review and approval process.
3. It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using IFC Appendix B, and depends upon building sizes, construction types, and sprinkler systems. Proof of fire flow will be required. Documentation/certification of available water supplies for providing the required fire flows is required for final approval of the water system for this project and prior to building construction. Check with the city Public Works Dept. for water system information.
4. The minimum required fire flow for hydrants protecting SFR dwellings is 1,000 gpm (with 20-psi minimum residual pressure) for dwellings not exceeding 3,600 SF in size.
5. The minimum required fire flow for dwellings exceeding 3,600 SF is 1,500 gpm.
6. Maximum hydrant spacing for the proposed SF use is 600' apart.
7. Fire hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5" Storz fittings, with blue reflective hydrant markers to be provided in the roadways, located four inches off the centerline on the hydrant side of the road.

We Care About You!

8. Fire hydrants shall be provided in approved locations. Fire hydrants on an approved water main extension are required within the site for this development. Provide water main extensions with hydrants along the new roadways and at all road intersections in approved locations, with maximum spacing of 600 feet apart. Fire hydrants with approved water supply must be in service prior to building construction.
9. Fire hydrant coverage shall be provided along all roads and at intersections. *“Fire hydrants meeting city specifications shall be installed on all extensions of the city water system at the time such extensions are constructed. All hydrants shall be owned and maintained by the city. The location and frequency of fire hydrants shall be specified by the city utility department and fire department; provided, that fire hydrants in single-family residential zones shall be spaced not more than 600 feet apart”* (MMC 14.03.050). The location of fire hydrants requires fire marshal approval on civil construction plans.
10. Future homes to be constructed may require residential sprinkler installation for a number of reasons, including: if homes are three or more stories tall, if fire flow from hydrants does not meet fire code requirements, if any part of homes is further than 200’ from the public road ROW with no hydrant provided on-site, or to mitigate access deficiencies.
11. Where residential fire sprinklers may be required the developer should install a water service per Standard Plan 2-090-001 Full ¾” x 1” Meter Service. Under this plan a 1” tap is made at the water main and 1” piping is run to the 1” meter setter. If in the end a ¾” water meter will suffice then all that is required is to install two reducer bushings with the ¾” water meter. A single service tap should be used where sprinklers are required, not a double service installation.
12. Recommend the buildings to be constructed here include fire-resistant exterior construction (such as hardiplank type siding).
13. Turnaround provision is required for dead-end access in excess of 150 feet long. Turnarounds shall comply with city standard plans.
14. An adequate access route for fire apparatus must be in service prior to any building construction.
15. Access for firefighting operations along all sides of all buildings is required. A minimum 5’ wide access is required for SF dwellings. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 150 feet of a minimum 20’ wide fire apparatus access.
16. The city address committee will determine road names and address numbers for the lots.

We Care About You!



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Kate Tourtellot, Senior Planner

FROM: Matthew Eyer, Storm / Sewer Supervisor

DATE: 2/3/2022

SUBJECT: PREA22-002 Kallicott-Sunnyside PRD

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 residential projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control, the stormwater facility lot will be dedicated to the HOA if there are park amenities on the tract. The City will receive an easement to maintain the stormwater infrastructure. This policy may be modified depending on facility design.
5. City requirements do not negate any other state or federal requirements that may apply.

If you have questions regarding these comments, please contact me at 360-363-8112 or meyer@marysvillewa.gov.

cc: Matt Eyer, Storm/Sewer Supervisor

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Kate Tourtellot, Senior Planner

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

DATE: February 4th, 2022

SUBJECT: Kallcott-Sunnyside PRD, PreA22-002

Public Works Operations has reviewed the Kallcott-Sunnyside submittal and has the following comments:

1. Utilities and corresponding details not shown. Will comment when shown.

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 POLICE DEPARTMENT



MEMORANDUM

DATE: January 18, 2021
TO: Kate Tourtellot, Community Development Dept.
FROM: Brad Akau, Commander
RE: PREA22-002

I have reviewed the proposed construction of A 26-lot single-family PRD.

The Police Department recommends the following:

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

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



REQUEST FOR REVIEW

Community Development Department ♦ 80 Columbia Avenue ♦ Marysville, WA 98270
 (360) 363-8100 ♦ (360) 651-5099 FAX ♦ Office Hours: Mon - Fri 7:30 AM - 4:00 PM

PROJECT INFORMATION									
File Number	Pre-Application 22-002			Date Sent	01.14.22		Please Return by	02.04.22	
Project Title	Kallicott-Sunnyside PRD			Related File Number(s)	N/A				
Project Description	A 26-lot single-family PRD								
BACKGROUND SUMMARY									
Applicant	Ryan Larsen, Natural 9 Holdings, LLC								
Site Address	4614 87 th Ave NE & 8507 E. Sunnyside School Rd.			APN(s)	00590700016201 & 00590700016202				
Acreage (SF)	4.29-acres (186,679 SF)			Section	35	Township	30	Range	05E
Comprehensive Plan	SFH	Zoning	WR-R-4-8	Shoreline Environment			N/A		
REVIEWING AGENCIES									
Marysville	Local Agencies & Districts		State & Federal		County		Other		
<input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> Fire District <input checked="" type="checkbox"/> LD (Brad Zahnow) <input checked="" type="checkbox"/> LD (Plan Reviewer) <input type="checkbox"/> Parks <input checked="" type="checkbox"/> Police <input checked="" type="checkbox"/> PW – Operations <input checked="" type="checkbox"/> PW – Water Res. <input checked="" type="checkbox"/> PW – Sanitation <input type="checkbox"/> PW – Streets <input checked="" type="checkbox"/> PW – Engineering (Jeff Laycock) <input checked="" type="checkbox"/> PW – Traffic Eng. (Jesse Hannahs)	<input type="checkbox"/> Arlington (city) <input type="checkbox"/> Arlington Airport <input type="checkbox"/> Community Transit <input type="checkbox"/> Everett (city) <input checked="" type="checkbox"/> Lake Stevens (city) <input checked="" type="checkbox"/> Lake Stevens SD 4 <input type="checkbox"/> Lakewood SD 306 <input type="checkbox"/> Marysville SD 25 <input checked="" type="checkbox"/> PUD No. 1 (electric) <input type="checkbox"/> PUD No. 1 (water) <input checked="" type="checkbox"/> Ziplay <input checked="" type="checkbox"/> Comcast		<input type="checkbox"/> US Army Corps of Engineers <input type="checkbox"/> BNSF <input type="checkbox"/> DAHP <input type="checkbox"/> DOE (Bellevue) <input type="checkbox"/> DOE (Olympia - Env. Review) <input type="checkbox"/> DOE (SEPA - Greta Stough) <input type="checkbox"/> DOE (Shorelands - G. Tallent) <input type="checkbox"/> WDFW <input type="checkbox"/> WSDOT <input type="checkbox"/> WUTC <input type="checkbox"/>		<input type="checkbox"/> Health District <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Public Works - Land Development <input type="checkbox"/> Public Works <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> Olympic Pipeline <input type="checkbox"/> Puget Sound Energy <input checked="" type="checkbox"/> Stillaguamish Tribe <input checked="" type="checkbox"/> Tulalip Tribes <input type="checkbox"/> <input type="checkbox"/>		
PROJECT MANAGER									
Name Kate Tourtellot	Title Senior Planner		Phone 360.363.8216		E-mail ktourtellot@marysvillewa.gov				

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

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

NO COMMENTS **Signature:** Melissa Place **Date:** 2/3/2022
 ATTACHED **Title:** Senior Planner **Agency:** City of Lake Stevens



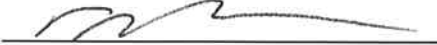
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PROJECT MANAGER									
Name Kate Tourtellot		Title Senior Planner		Phone 360.363.8216		E-mail ktourtellot@marysvillewa.gov			

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

NO COMMENTS **Signature:**  **Date:** 2-1-22
 ATTACHED **Title:** Ecologist **Agency:** Tulalip Tribes