



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

June 2, 2022

Ryan C. Larsen
 Land Pro Group, INC
 10515 20th St. SE, Suite 202
 Lake Stevens, WA 98258

Re: Brodie Subdivision – Pre-Application - PreA22-026

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) as of the date of this letter. Preliminary comments do not vest an applicant to the existing provisions of the MMC.

Development conditions will be 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.

CITY STAFF / AGENCY COMMENTS

John Dorcas, Building Official <i>City of Marysville - Building</i>	<i>Comments attached as Exhibit A</i>
David VanBeek, Assistant Fire Marshal <i>Marysville Fire District</i>	<i>Comment attached as Exhibit B</i>
Brad Zahnow, Development Services Tech <i>City of Marysville - Public Works</i>	<i>Comments attached as Exhibit C</i>
Todd Gray, Environmental Protection Ecologist <i>The Tulalip Tribes - Natural Resources</i>	<i>Comments attached as Exhibit D</i>
Brooke Ensor, NPDES Coordinator <i>City of Marysville – Public Works</i>	<i>Comments attached as Exhibit E</i>
Jesse Hannahs, P.E., Traffic Engineering Manager <i>City of Marysville – Public Works</i>	<i>Comments attached as Exhibit F</i>
Kacey Simon, Civil Plan Review <i>City of Marysville – Public Works</i>	<i>Comments attached as Exhibit G</i>
Marysville Public Works - Operations	<i>Comments attached as Exhibit H</i>
Dawn Anderson <i>WSDOT</i>	<i>Comments attached as Exhibit I</i>

APPLICANT QUESTIONS:

1. **Biggest issue with this project is the concurrent rezone – timing and process are our big questions...**

The proposed rezone can be processed concurrently with the proposed subdivision per [MMC 22G.090.070\(5\)](#). With that, land use applications are required to be reviewed with a decision rendered within 120 days from the date of the letter of completeness per [MMC 22G.010.200](#).

2. **Is any ROW dedication along 60th St NE?**

Right of way dedication is required for the project – see Comment No. 4 of Exhibit F and Exhibit G.

3. **Is a stub road required to the north parcel?**

Yes—per comments from the City’s Development Services and Traffic Engineering Departments (Exhibits F and G), construction and extension of 87th Ave NE from 60th St NE would be required with the proposed development.

4. **At this point, applicant is proposing a straight subdivision, any concerns for a standard subdivision on this parcel?**

No concerns for a major subdivision as opposed to a planned residential development with binding site plan. Further information for application requirements are provided in Pre-application Planning Comment No. 3.

5. **Sewer – Applicant is proposing sewer to extend west on 60th St NE to 83rd Ave NE, any opportunity for latecomers? Please confirm. Also, please see submitted sewer concept for 60th St NE.**

See Comment No. 1 of Exhibit G.

6. **Any issues with providing water to the site and from which direction will water come from?**

Per comments from the City’s Public Works Operations (Exhibit H) and Development Services (Exhibit G), the city currently does not have water main fronting those parcels. A 16” ductile iron water main is currently located along 87th Ave NE and will need to be extended to 60th ST NE.

At this time we are unsure of the water main size required to extend from 60th ST NE to the plat. We will let you know as soon as we hear back from the modeling team.

PRE-APPLICATION PLANNING COMMENTS

1. The provided application materials indicate that the applicant is seeking a rezone from Community Business – Whiskey Ridge (CBWR) to R-8 Single Family High Small Lot (R-8). Per [MMC 22G.010.450](#), the applicant has (2) potential rezone routes:
 - a. A zone reclassification that routes through the comprehensive plan map amendment process and demonstrates compliance with [MMC 22G.010.440\(1\)\(a\)-\(d\)](#).

Please note, a rezone to R-8 zoning would not be supported by staff. Further, to apply for the 2023 Comprehensive Plan docket cycle, a formal request may be submitted January 2023, at the earliest.

- b. **OR** the applicant can rezone to the bordering zone without having to apply for comprehensive plan map amendment so long as the applicant can demonstrate compliance with [MMC 22G.010.440\(2\)\(a\)-\(c\)](#).
 - c. If the concurrent rezone process is sought, due to the location, the subject properties would be eligible for a rezone to the adjacent R-18 Multi-Family Medium zoning designation.
2. Per MMC 22C.010.090(13), single-family detached units and duplexes on individual lots within the R-12 through R-28, and WR-R-6-18 zones shall utilize the dimensional requirements of the R-8 zone, except the base density.

Therefore, the following dimensional requirements would be required for both rezoning options as outlined in above Comment No. 1a and 1b:

	R-8	R-18
Base Density	8 du/ac	18 du/ac
Minimum Street Setback	20 ft.	20 ft.
Side Yard Setback	5 ft.	5 ft.
Rear Yard Setback	20 ft.	20 ft.
Base Height	30 ft.	30 ft.
Max Building Coverage %	50%	50%
Max Impervious Surface %	65%	65%
Min Lot Area	4,000 sq. ft. <i>or 7,200 sq. ft. for duplexes</i>	4,000 sq. ft. <i>or 7,200 sq. ft. for duplexes</i>
Min Lot Width	40 ft.	40 ft.
Min Lot Frontage on cul-de-sac, sharp curve, or panhandle	20 ft.	20 ft.

3. To determine density calculations per [MMC 22C.010.110 – 120](#), the net project area must be determined. Net project area” means the gross project area minus:
- (1) Floodplains;
 - (2) Nontransferable critical areas (e.g., stream channels) per MMC [22E.010.360](#);
 - (3) Utility easements 30 feet wide or greater;
 - (4) Publicly owned community facility land; (5) Storm water detention facility tracts or easements (unless underground and usable for recreation). If stormwater detention areas are designed and constructed to meet low impact development standards, 50 percent of the area used for detention may be counted as net project area; and
 - (6) Right-of-way, private roads, access easements, and panhandles. As an alternative to an itemized deduction, the developer may elect to take a flat 20 percent deduction from the gross project area for right-of-way, private roads, access easements, and panhandles.
4. Based on the total number of single family units proposed, the project would be subject to SEPA Review per MMC 22E.030.090; therefore, a SEPA Checklist would be required with formal subdivision application.
5. Pursuant to MMC 22G.030.020, the permit processing fees are as follows:

Preliminary Subdivision	\$5,000 + \$100 per lot
Final Subdivision	\$1,000 + \$100 per lot
SEPA Review – Residential (21 – 100 lots)	\$1,000
Rezone	\$2,500
Critical Areas Review	\$1,500

6. For the formal rezone and subdivision application, the following are needed:
 - [Land Use Application](#)
 - [Preliminary Plat Submittal Checklist](#)
 - [SEPA Checklist](#)
 - [Critical Area Review Application](#) – *staff encourages this be submitted prior to the formal subdivision application*
 - [Wetland Delineation Standards Checklist](#)
7. The following supporting environmental documentation will be required to be submitted with your application:
 - Geotechnical soils report
 - Preliminary engineered Construction and Drainage plan
 - Preliminary engineered Drainage Report
 - Traffic Impact Analysis
 - Critical Areas Report
8. The project is located within the East Sunnyside Whiskey Ridge Master Plan area and shall comply with the following applicable design and street standards:
 - [Whiskey Ridge Design Guidelines](#)
 - [Whiskey Ridge Streetscape Standards](#)
9. Major subdivisions applications must meet the standards and requirements of [MMC 22G.090](#).
 - a. Preliminary plats of any proposed subdivision and dedication shall be approved, disapproved, or returned to the applicant for modification or correction within 90 days from the date of filing a complete application unless the applicant consents to an extension of such time period or the 90-day limitation is extended to include up to 21 days as specified under RCW 58.17.095(3).
 - b. Subdivisions require a public hearing with the preliminary decision being rendered by the City's Hearing Examiner.
 - c. Prior to the submittal of any preliminary subdivision to the city for final approval, the applicant must demonstrate compliance with all of the conditions of the preliminary approval and prepare all the necessary final documents.
 - d. Consistent the MMC 22G.090.570, the design and development of subdivisions shall attempt to preserve the topography of the site by selection and location of building which fit the natural slope of the land. Applicant shall demonstrate compliance with this requirement prior to civil construction plan approval.
10. The site plan indicates retaining walls along the eastern property line. Per MMC [22D.050.030\(5\)](#), if retaining walls taller than 4 ft. are used, as measured from the average grade, and are visible

from the street or adjacent property, they shall be terraced so that no individual segment is taller than 4 ft. Terraced walls shall be separated by a landscaping bed at least 2 ft. in width.

Alternative landscaping treatments may be considered, provided they reduce the bulk and scale of the retaining wall and enhance the streetscape or transition between properties. Being as this eastern property line abuts to SR 9, the project is subject to landscaping buffer requirements of [MMC 22C.120.150](#); therefore, this section could remedy the above retaining wall requirements.

11. As mentioned in previous City correspondence, there are suspected critical areas on or adjacent to the project site. Therefore, staff strongly encourage that a Critical Areas Confirmation application be submitted prior to the formal land use application. By identifying potential critical areas, it would eliminate unanticipated design delays for needed revisions.
12. Lots that are 5,000 sq. ft. or less shall be required to comply with [MMC 22C.010.310 *Small lot single-family dwelling development standards*](#).
13. A preliminary landscape plan shall be submitted with the subdivision application that includes preservation of existing trees, recreational elements and landscaping pursuant to the design standards outlined in [MMC 22G.090.570](#). 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 22G.090.570\(1\)](#).
 - See the soil amendment requirements outlined in [MMC 22C.120.170](#).
 - Based on the proximity to SR 9, the provisions of section [MMC 22C.120.150](#) would apply.
 - The required landscaping plans must be consistent with the critical areas management outlined in [MMC 22E.010](#).
 - All planter strips shall be landscaped with street trees and sod.
 - All landscape areas and plants must be permanently maintained in healthy growing condition in order to accomplish the purpose for which it was required. Landscaping maintenance security in the form of a bond, assignment of funds or irrevocable letter of credit, in an amount equal to the cost of landscape work (materials and labor) will be required to be submitted (See [MMC 22C.120.060](#) and [22G.040.040\(2\)](#)). The security shall be required for a minimum duration of two growing seasons (March through October).

Invoices/receipts shall be submitted when the landscaping work is complete so that a security amount can be determined. The security will be required to be on forms provided by the Community Development Department, and will be required to be submitted prior to a Certificate of Occupancy being granted.

- Per MMC 22G.090.570(2), Significant trees, which include evergreen trees eight inches in diameter or greater and/or deciduous trees 12 inches in diameter or greater measured four and one-half feet above grade, shall be retained as follows:
 - (a) Perimeter landscaped areas that do not constitute a safety hazard shall be retained.

(b) At the discretion of the community development director, the applicant shall be required to hire a certified arborist to evaluate trees proposed for retention, including those located within NGPA tracts (specifically along the fringes) or other areas as identified. The arborist shall make a written recommendation to the community development department with regard to the treatment of the treed area. In the event of an immediate hazard, this requirement shall be waived.

(c) To provide the best protection for significant trees during the construction stage, the applicant shall install a temporary, five-foot-high, orange clearing limits construction fence in a line generally corresponding to the dripline of any significant tree(s) to be retained. All such fencing shall be installed and inspected by the community development department prior to commencement of site work.

(d) At the discretion and approval of the community development director, where it is not feasible and/or desirable to retain the significant trees, the applicant may propose a planting plan on an alternative site or area, or payment into the city tree fund, that provides effective replacement of the functions and/or value lost through removal of the significant trees.

- Per MMC 22C.120.120, stormwater facilities must provide a 5 ft. buffer of L5 screening and must comply with the following:
 - (a) All sides visible from a public right-of-way shall be screened;
 - (b) All sides located adjacent to a residentially zoned property shall be screened, unless it can be demonstrated that adequate screening exists;
 - (c) Screening shall be consistent with the Marysville administrative landscaping guidelines; and
 - (d) Dual use retention/detention facilities designed with emphasis as a recreation area, not a storm water control structure, are exempt from the screening requirements

14. 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.090.710](#).

15. 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 lot	Complete Application	Prior to recording
Marysville Parks	\$1,684 per lot	BP Submittal	Prior to BP issuance
Lake Stevens Schools	\$9,788 per lot plus \$50 administration fee per lot	BP Submittal	Prior to BP issuance

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 you need clarification on. Once received I can set up a conference meeting with all of the applicable city and agency representatives. If you have any questions, please contact me at 360.363.8216 or by e-mail at emorgan@marysvillewa.gov.

Respectfully,

A handwritten signature in cursive script that reads "Emily Morgan".

Emily Morgan

Senior Planner

e-copy: Chris Holland, Planning Manager

EXHIBIT A



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

MEMORANDUM

Date: May 20, 2022

To: Emily Morgan, Senior Planner

From: John Dorcas, Building Official

Re: Project name: Brodie Subdivision

Pre-App22-026

Applicant: JM1 Holding, LLC (Ryan C. Larsen)

Proposal: The applicant is seeking information regarding a 48-Lot subdivision with a potential zone change. The property is currently zoned Commercial Business (CB) within the East Sunnyside - Whiskey Ridge Subarea; a Comprehensive Plan Map and Concurrent Rezone to R-8 (Single Family High Small Lot) is desired. The project proposes access via 60th St. NE with a future stub for connectivity through APN 30052500303600 to 64th Street NE (SR 528).

Address: 8703 60th St NE

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. Applicant shall comply with any and or all provisions the 2018 edition of the International Building, Residential, Mechanical, 2018 Uniform Plumbing Codes and current Washington State Amendments in which would apply to this project.
Note: In addition, you will need to submit one (1) complete set of building plans, including structural calculation and 2018-WA State Energy Code forms and specifications, when applying for each specific building application, for this project.
NOTE: As of February 1, 2021, WA State and the City adopted the 2018 International Codes. When submitting Building Plans with your application, all plans will be required to be submitted electronically as part of their 1st submittal process.
Please Note: For each set of "Residential Building Plans", you can request that your application be review and set-up as a "Basic Plan" under the current 2018 IRC-Code.
However, if this is set up as a "Basic Plan". There can be "NO Changes" to that specific set of plans. This can be discussed during the Pre-Application meeting. If you would a copy of our "Basic Plan" ordinance. Please send me an email, requesting this ordinance to jdorcas@marysvillewa.gov.
2. Contact our office if you have questions in regards to any other specific type of "Residential" permit applications, checklists and/or handouts that you and/or your design team will be preparing plans for on your project. Then when submitting plans, calculations and specifications, by you and/or your design team. Please contact the Building Division at 360-363-8100, to ask any specific questions.
3. If any demolition work is purposed, and you are unsure if permit/s will be required for the removal of any existing structures. Please contact the Building Division at 360-363-8100, to ask any specific questions. In addition, see our office and/or our website for our applications and permit process. Please include an asbestos survey report, by a licensed testing agency.
4. Geotechnical report shall be required to be submitted and approved by the city for this project. This is to be an in depth report to address the following all general information on the site for both specific and general soil information on the overall site and for each specific lot. It would be helpful to provide any reports that you may have for the surrounding plats or previously developed area. The Geotechnical report is to list at a minimum the below categories:

- **Soil classification type:** Surface & sub-surface conditions. List the soil types with test documentation.
- **Drainage system type to be installed on site for each lot and/or structure to be constructed on this listed:** Type of specific system to be installed. If the soil and slopes vary, does the type of drainage system change? Soils engineer to respond to this specific question.
- **Soil compaction requirements for the SFR:** Type and size of foundations that is required or recommend due to the soil type, slopes and any other variables. Design professional for each SFR is to indicate in letter-form that they have reviewed the Final Geotechnical report and that their plans have been designed for the soil type of soils conditions on this plat.
- **Erosion control measures:** Specify specific erosion control measures to be in place at final grading and when the SFR are under construction during seasonal months.
- **Retaining walls:** It shall also identify and recommend what is require on any type of purposed retaining walls to be installed at plat development or during the construction of the SFR`s.
- **During plat development stage:** Each specific lot will need to have soil log testing performed to verify the depth and location of where bearing soil will be for the building foundation/footprint area. This will also include the type of drainage system that should be installed around the structures.
- **Fill placement and location if on sloped grounds:** The report is also to specify the amount of fill placed on each lot after final grading is completed. This is to be outlined in the final Geotechnical report.
- **Each foundation inspection:** In addition, at the time of each foundation inspection request, a licensed WA State geotechnical engineer will need to be on site to verify the excavation cut has met the necessary soil depth for each specific lot, per the Final Geotechnical report.
- **Critical areas concerns:** This project is under review for critical areas and the proposed slopes in which the site appears will be developed on. Any hazardous conditions that arise during the review process and or construction of the plat, the Geotechnical engineer is to bring this to the attention of the design professionals of record or City staff.
- In addition, if specific site questions or questionable soils issues arise during excavations of the plat and/or lots excavation of the SFR lots, this will most likely require a geotechnical summary report prior to any approvals of above described work.
- **Final Grading:** The licensed design professional will be required to provide a letter indicating there has been a site visit completed, indicate the plans have been the prepared/designed to meet all new & current applicable codes for this project.
- **Final Geotechnical Soils Summary Report:** This report is required to be submitted by the final plat approval. This is to be provided by the licensed. WA State Geotechnical engineer of record or if another agency is to take over this project then that specific agency is to provide a cover letter they performed all the inspections & have now then provide a new updated geotechnical soils summary report.

5. Once the Plat has approved by City Council, please provide the following information for your project in regards to the 2018 International Building and/or Residential Code requirements:
In regards to the building plans:

- Applicant shall comply with the 2018 edition of the International Building, Residential, Mechanical and 2018 Uniform Plumbing Codes and the current edition of the Washington State Energy Code and current Washington State Amendments.
- **Washington State architect and structural engineer professional design with calculations for lateral and gravity provisions are highly recommended for this project.** This is to avoid delays in your building application.
- **When submitting for individual lots.** Please submit lot specific site plans, building plans and specifications prepared by your design team. **Site plans to include; building height calculations measured at each mid-point of the residence, decks, patios, bay widows and any permanent structures.** Contact our office for applications, checklists/handouts for “Residential Building” permits.

- **Erosion control measures are to be implemented at all times during construction of each individual lot and any site work.** Contact our office to review these provisions if there are any questions in regards to these requirements.
- **Each lot to provide Premise identification:** Since this property is setback from the street;
 - You will need to provide a temporary address at the main street during permitted construction of the residence. This is to assure the inspection team can locate the site when you request an inspection.
 - You will need to provide a permanent address on a post, visible from the main street with min. 4-6 inch contrasting numbers to the background itself per IRC 501.2.
- **Please design you plans to meet the IRC Table R302.1, Exterior Walls,** for constructions and protection of the wall and eave areas.
- **IRC Chapter 3 for the design and separation between the two residences.**
- **Lot drainage (surface & sub-surface) shall be contained within the property boundaries. Provide provisions and details how this will be achieved.**
- **If there are any three (3) stories residences purposed, a fire sprinkler system will be required. NOTE: The City considers daylight basements as a story.**
- **Building application for SFR plan reviews are approximately (4-6) weeks.**

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.

EXHIBIT B



Marysville Fire District

YOUR RISK PREVENTION TEAM
1094 Cedar Avenue, Marysville WA 98270

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

To: Emily Morgan, Senior Planner
From: David VanBeek, Assistant Fire Marshal
Date: May 16, 2022
Subject: PreA22-026 Brodie Subdivision 8703 60th St NE

I have completed a preliminary review of the plans for this project proposing development of a 10-acre site for residential use with a 48-Lot subdivision and rezone to R-8 (Single Family High Small Lot). The project proposes a single access via 60th St. NE with a future stub for connectivity through to 64th Street NE (SR 528). *Residential fire sprinkler systems are required in all homes due to the single access (MMC 9.04.503.1.5).*

Plans do not show proposed water main extensions or fire hydrants. The city GIS water map shows no water mains adjacent to this site. A 6" water main is located about 1,000' to the west. *Minimum 8" size water main extensions with approved fire hydrant locations will be required. Minimum fire flow required for residential fire hydrants is 1,000 gpm (with minimum 20 psi residual pressure).*

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. Any fire code required construction permits (IFC section 105.7) are obtained through Marysville Community Development at 80 Columbia Avenue.
3. Fire marshal approval of fire access and fire hydrant/water supply systems is required as part of the civil construction plan review and approval process.
4. 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.
5. No fire flow data is available. Contact the city water dept. for hydrant flow test information.
6. The minimum required fire flow for hydrants protecting SFR dwellings is 1,000 gpm (with 20-psi minimum residual pressure) for dwellings not exceeding 3,600 square feet in size.
7. Maximum hydrant spacing for single family residential uses is 600' apart.
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. Fire hydrants with approved water supply must be in service prior to building construction.

We Care About You!

9. 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.
10. A fire apparatus access roadway is required to extend to within 150' of all parts of buildings (within 200' with fire sprinklers).
11. Access planned appears adequate for fire apparatus. Access by a 50' wide ROW roadway is shown on the plan.
12. A minimum 26 feet wide fire apparatus access roadway is required within 20 feet on both sides of fire hydrants.
13. A minimum 26' wide fire apparatus access is required in the immediate vicinity of any building more than 30' in height for ladder truck operations, with the near edge of the access located within 15'-30' of the building, positioned parallel to one entire side of the building (MMC 9.04.503.1.4).
14. Turnaround provision is required for dead-end access in excess of 150 feet long.
15. Turnarounds shall comply with city standard plans, with cul-de-sacs for public roadways and hammerheads allowed for private roads.
16. The maximum roadway grade allowed per EDDS 10% to 15% depending on the road classification. Exceptions that exceed 15% require fire marshal approval and shall be paved with concrete.
17. Recommend the roadways be posted "NO PARKING" where needed to maintain unobstructed emergency access.
18. An adequate access route for fire apparatus must be in service prior to building construction.
19. If vehicle impact protection is deemed required for protection of any equipment it shall comply with IFC Section 312. Guard posts (bollards) are typically required for protection of gas piping, electrical equipment, fire protection piping and hydrants located where they could be subject to vehicle damage.
20. All parts of building exteriors should be accessible for firefighting by an approved route around the building with minimum 5' wide access for SF sites.
21. The city address committee will determine road names and address numbers for the lots.
22. Residential fire sprinkler systems are required in all homes due to the single access to more than 30 homes (MMC 9.04.503.1.5).
23. Future homes to be constructed may require residential fire sprinkler installation for a number of reasons, including: If a home is three or more stories tall, exceeds 3,600 SF fire area, the distance from a public ROW to the furthest part of a home exceeds 200', deficient access to any part of a home, lack of hydrants, or if the fire flow from hydrants does not meet fire code requirements.
24. Where residential fire sprinklers may be required the developer should install a water service per Standard Plan 2-090-001 Full 3/4" 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 3/4" water meter will suffice then all that is required is to install two reducer bushings with the 3/4" water meter. A single service tap should be used where sprinklers are required, not a double service installation.

We Care About You!

EXHIBIT C



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Emily Morgan, Senior Planner

FROM: Brad Zahnow, Development Services Technician

DATE: May 26, 2022

SUBJECT: PreA22-026 Brodie Subdivision
8703 60th St NE
APN's: 30052500303900; 30052500303800; 30052500302300

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 - 2022

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

RESIDENTIAL UNITS

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

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

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

COMMERCIAL / INDUSTRIAL

WATER

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

SEWER

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

SURFACE WATER / STORM DRAINAGE

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

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

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

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

EXHIBIT D

Emily Morgan

From: Todd Gray <toddgray@tulaliptribes-nsn.gov>
Sent: Thursday, May 19, 2022 11:39 AM
To: Emily Morgan
Subject: [External!] RE: REQUEST FOR REVIEW - PreA22-026 - Brodie Subdivision

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

Hi Emily,

Thanks for sending this to us. The application materials don't include a critical areas report, but I'm hoping there is one? I see on the preliminary plat map that they are assigning a buffer to something, but I'd very much like to see where they're getting their guidance. GIS layers seem to indicate more critical area than is shown on the plat map.

Could you please send along any other documents regarding these critical areas if or when you get them?

Thanks!

Todd Gray

Environmental Protection Ecologist
The Tulalip Tribes | Natural Resources Dept.
360-716-4620 | toddgray@tulaliptribes-nsn.gov

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

From: Emily Morgan <emorgan@marysvillewa.gov>

Sent: Friday, May 13, 2022 10:05 AM

To: rwright@lakestevenswa.gov; rstanton@lkstevens.wednet.edu; David VanBeek; Plats@SnoPUD.com; TBHovde@snopud.com; cstevens@stillaguamish.com; klyste@stillaguamish.com; traceyboser@stillaguamish.com; Todd Gray; mlwicklund@snopud.com; Kurt Nelson; anderdm@wsdot.wa.gov; ashley.kees@dfw.wa.gov; kathryn.e.heard@usace.army.mil; jerald.j.gregory@usace.army.mil; stephanie.jolivette@dahp.wa.gov; doug.gresham@ecy.wa.gov; nemo461@ecy.ea.gov; John Dorcas; Mike Snook; Kacey Simon; Shane Whitney; Ken McIntyre; bzahnow@marysvillwa.gov; Jeff Laycock; Max Phan; Adam Benton; Kim Bryant; Ryan Keefe; Skip Knutsen; Darrin Douglas; Jake Wetzel; Jesse Hannahs; Danny Hagen; Matthew Eyer; Brooke Ensor; Jessie Balbiani; Ryan Carney; Jason Crain; Julie Davis; Tom Maloney; Don McGhee; Brian Merkley; Chris Holland; Angela Gemmer; Amy Hess; Kathryn Bird

Subject: REQUEST FOR REVIEW - PreA22-026 - Brodie Subdivision

When: Friday, May 27, 2022 12:00 AM to Saturday, May 28, 2022 12:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where:

WARNING: This email originated outside of our organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

THIS IS NOT A MEETING INVITE – THIS IS A REQUEST FOR REVIEW (RFR) WITH COMMENTS REQUESTED TO BE RETURNED BY M

File Number:	PreA22-026
Project Title:	Brodie Subdivision
Project Description:	The applicant is seeking information regarding a 48-Lot subdivision with a potential zone change is currently zoned Commercial Business (CB) within the East Sunnyside - Whiskey Ridge Subarea Comprehensive Plan Map and Concurrent Rezone to R-8 (Single Family High Small Lot) is desired proposes access via 60th St. NE with a future stub for connectivity through APN 3005250030360 NE (SR 528).
Applicant:	JM1 Holding, LLC (Ryan C. Larsen)
Project Location:	8703 60 th St NE
APNs:	30052500303900; 30052500303800; 30052500302300
Application Materials:	http://docs.marysvillewa.gov/htcomnet/Handlers/AnonymousDownload.ashx?folder=2be88b3

Please return comments via e-mail to emorgan@marysvillewa.gov on or before **May 27, 2022**.

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

Thank you,



Emily Morgan - Senior Planner
 City of Marysville
 Community Development Department
 80 Columbia Ave
 Marysville, WA 98270
 360.363.8216 Direct

EXHIBIT E



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Emily Morgan, Senior Planner
FROM: Brooke Ensor, NPDES Coordinator
DATE: 5/25/2022
SUBJECT: PreA22-026 Brodie Subdivision

1. **The City will be adopting the 2019 edition of the Stormwater Management Manual for Western Washington in June 2022. If a complete application is not submitted before then the 2019 Manual should be used.** Please visit the City's surface water web page to view a training on the update. www.marysvillewa.gov/179/Surface-Water
2. Surface Water capital improvement charges will apply to your project. Refer to code section 14.07.010 for more information.
3. For residential projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control, the stormwater facility lot will be dedicated to the City. The HOA will receive an easement to maintain the landscaping on the exterior of the lot. This policy may be modified depending on facility and open space design.
4. 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 360-363-8288 or bensor@marysvillewa.gov.

cc: Matt Eyer, Storm/Sewer Supervisor

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270



EXHIBIT F

MEMORANDUM

TO: Emily Morgan – Senior Planner

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

DATE: May 23, 2022

SUBJECT: PREA 22-026 – Brodie Subdivision

I have reviewed the Pre-application Site Plan for the proposed Brodie Subdivision at 8703 60th 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.
 - 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) Per Comprehensive Plan, the collector arterial of 87th Ave NE shall be extended between 60th ST NE and 64th ST NE (SR 528) through the subject development parcels.
 - a. Construction of 87th Ave NE shall be required as part of development requirements.
 - b. 87th Ave NE Roadway:
 - i. Designated as Collector Arterial roadway with two lanes including curb, gutter, landscape strip, 12' multi-use paths on both sides and City owned decorative street lighting
 - ii. EDDS Standard Plan 3-201-004
 - c. 87th Ave NE Roadway Alignment:
 - i. Evaluation shall be performed to determine if 87th Ave NE can be aligned with existing traffic signal at intersection of 87th Ave NE & 64th St NE (SR 528).
 - ii. Evaluation shall determine if alignment of 87th Ave NE north of 60th ST NE can be placed directly opposite existing south leg of 87th Ave NE creating a standard 4 leg intersection.
 1. If such alignment is not feasible, section of 60th ST NE between outside sections of 87th Ave NE shall be

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270

improved to follow standards for 87th Ave NE cross-section with addition of dedicated left turn lanes.

- 4) Frontage improvements shall be required upon 60th ST NE
 - a. Designated as Collector Arterial roadway with three lanes including two-way left turn lane and 5' bike lanes including curb, gutter, landscape strip, 5' sidewalks and PUD Street lighting.
 - i. EDDS Standard Plan 3-201-004
- 5) Per EDDS 3-506, street lighting will be required.
 - a. Street Lighting upon 87th Ave NE from Soper Hill RD to 64th ST NE (SR 528) shall including City owned decorative street lighting to match installations within the vicinity.
 - i. Product shall be Lumec Renaissance series per City requirements.
 - ii. Contact myself at jhannahs@marysvillewa.gov for City specs, details, sample plans, etc.
 - iii. Full street lighting plans shall be required as part of civil construction plans including all design elements required of public agency owned street lighting design.
 - b. 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.
- 6) 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.

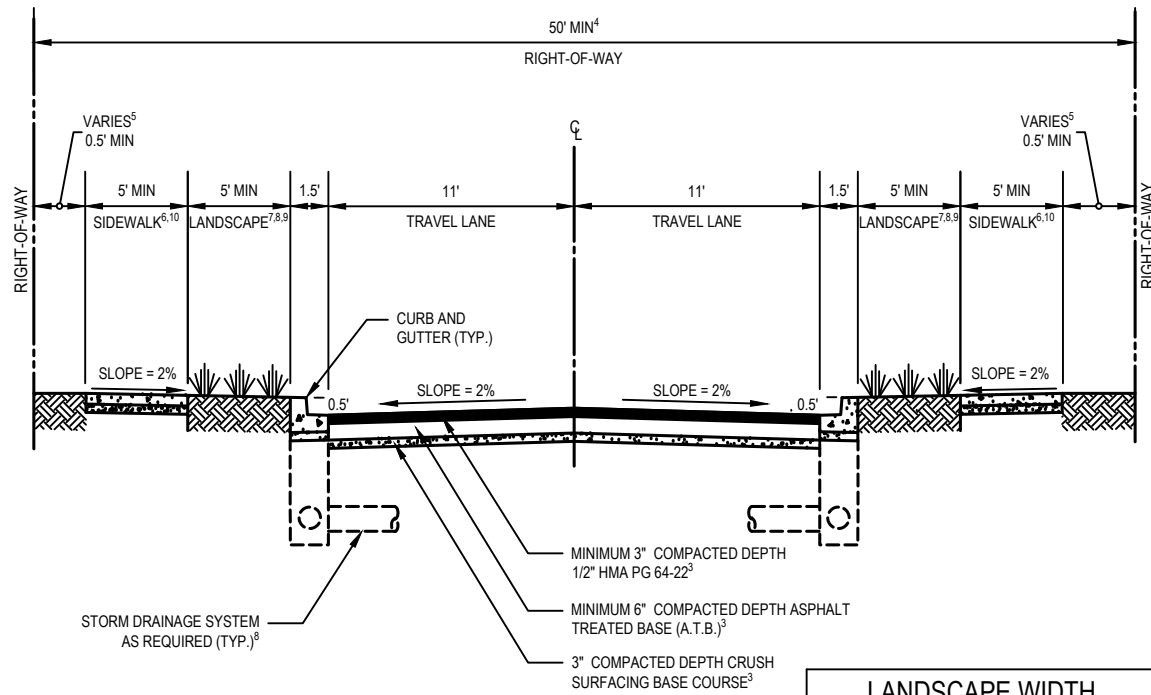
Concurrency:

- 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



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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*
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STATE AVENUE	5' MIN*

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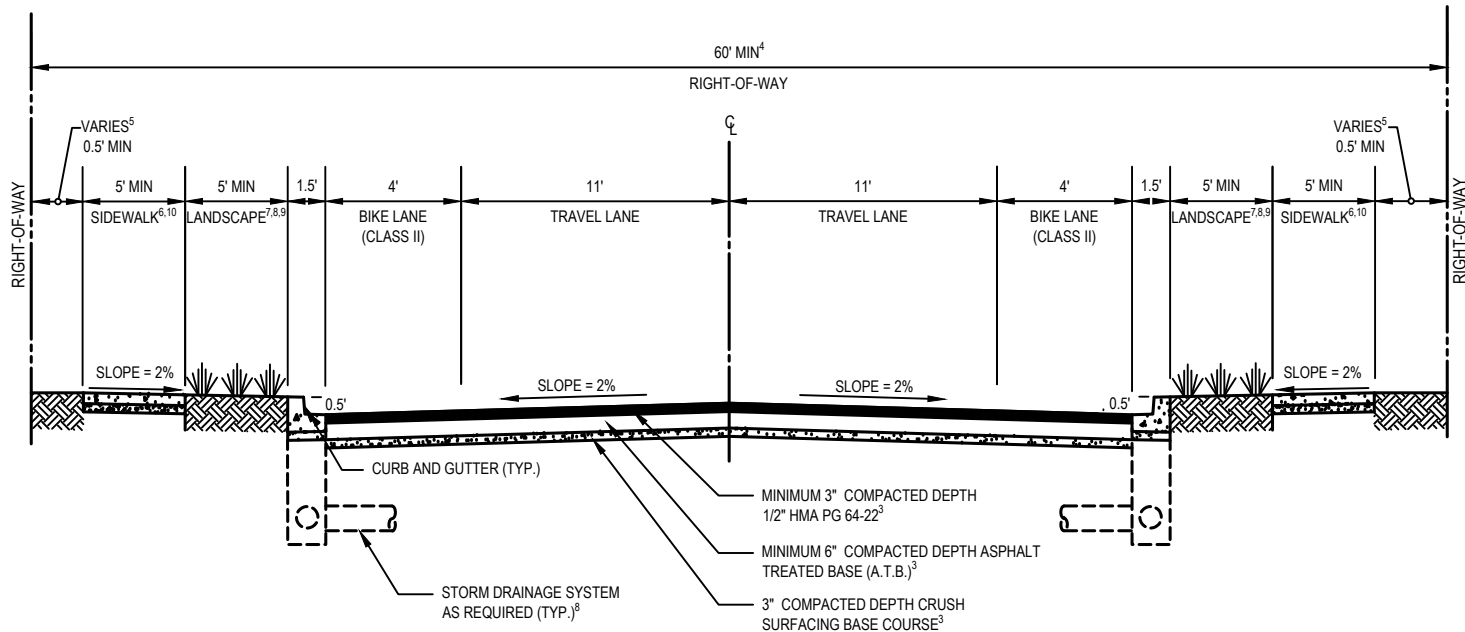
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2-LANE ARTERIAL



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SIDEWALK WIDTH

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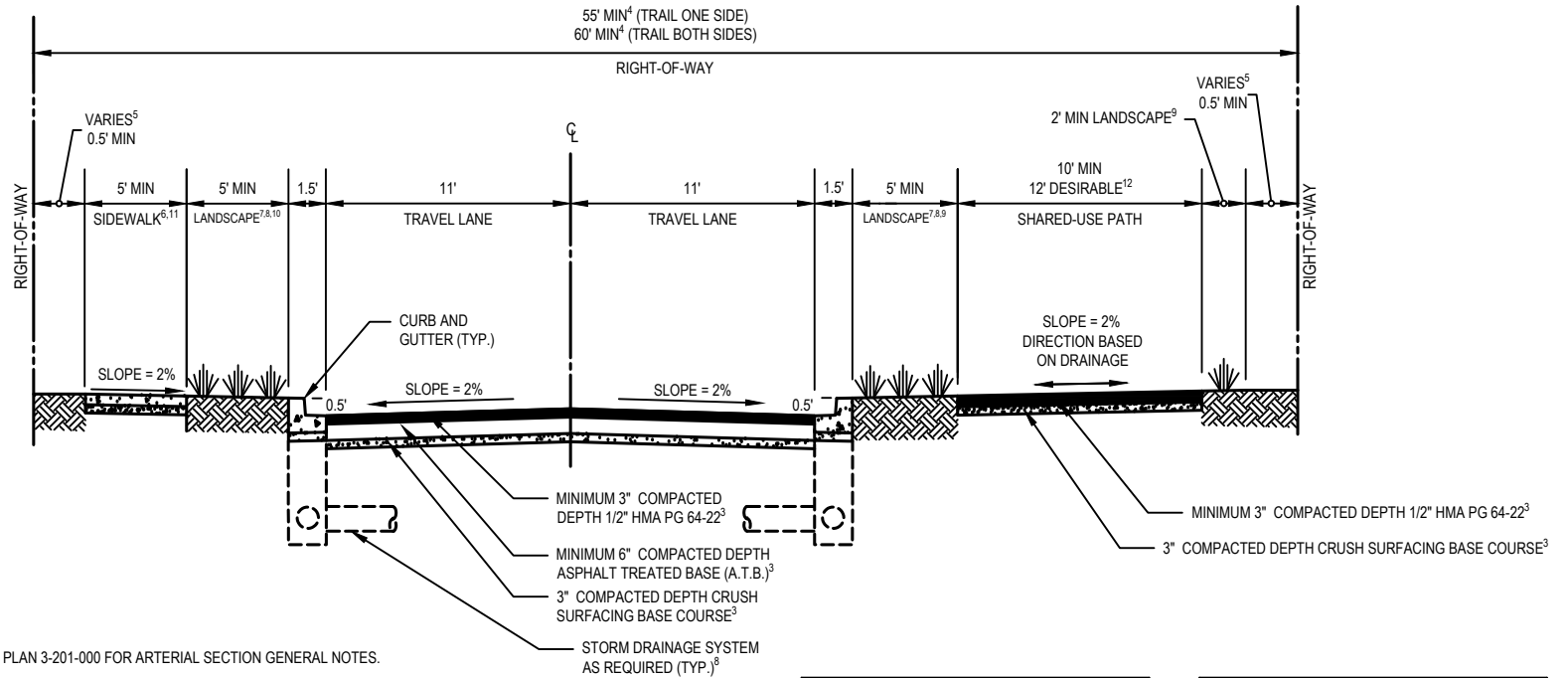
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2-LANE ARTERIAL

BICYCLE
CONFIGURATION



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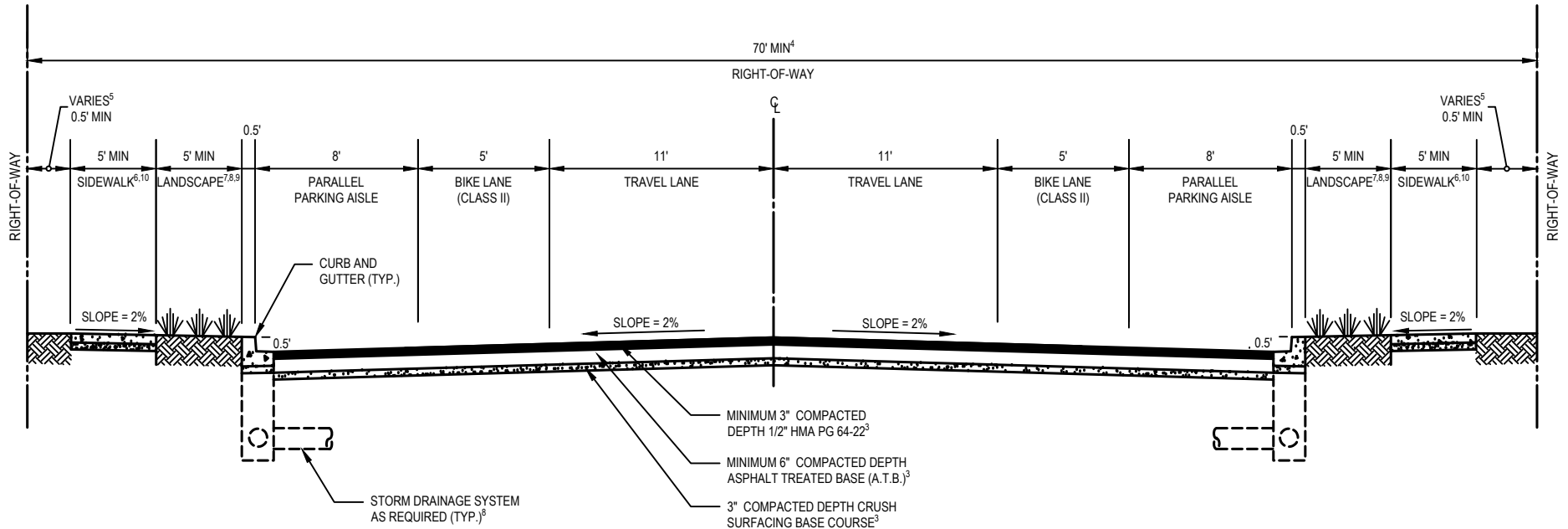
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2-LANE ARTERIAL

SHARED-USE PATH
 CONFIGURATION

STANDARD PLAN 3-201-008



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LAKEWOOD	5' MIN*
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STATE AVENUE	5' MIN*

*SHALL BE PER CITY ENGINEER OR DESIGNEE.

SIDEWALK WIDTH

MASTER PLAN	WIDTH
EAST SUNNYSIDE - WHISKEY RIDGE	8' MIN*
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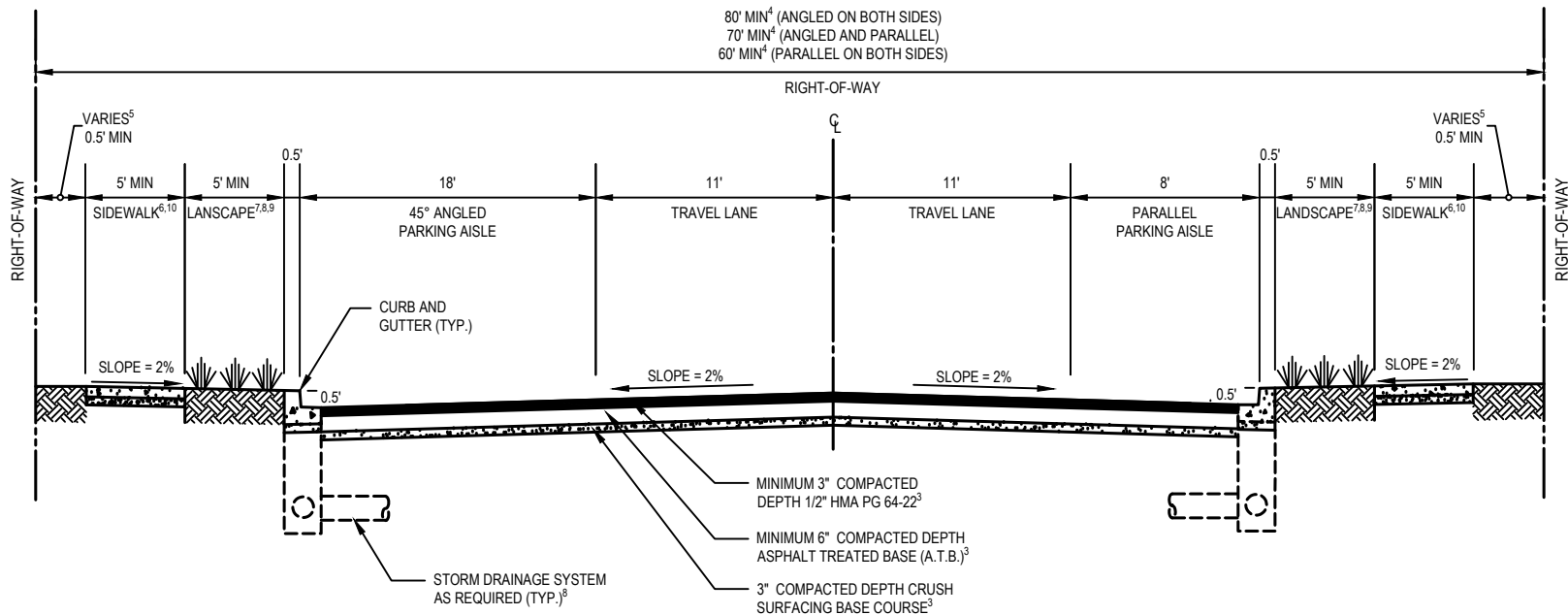
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2-LANE ARTERIAL

PARKING CONFIGURATION 1



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

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

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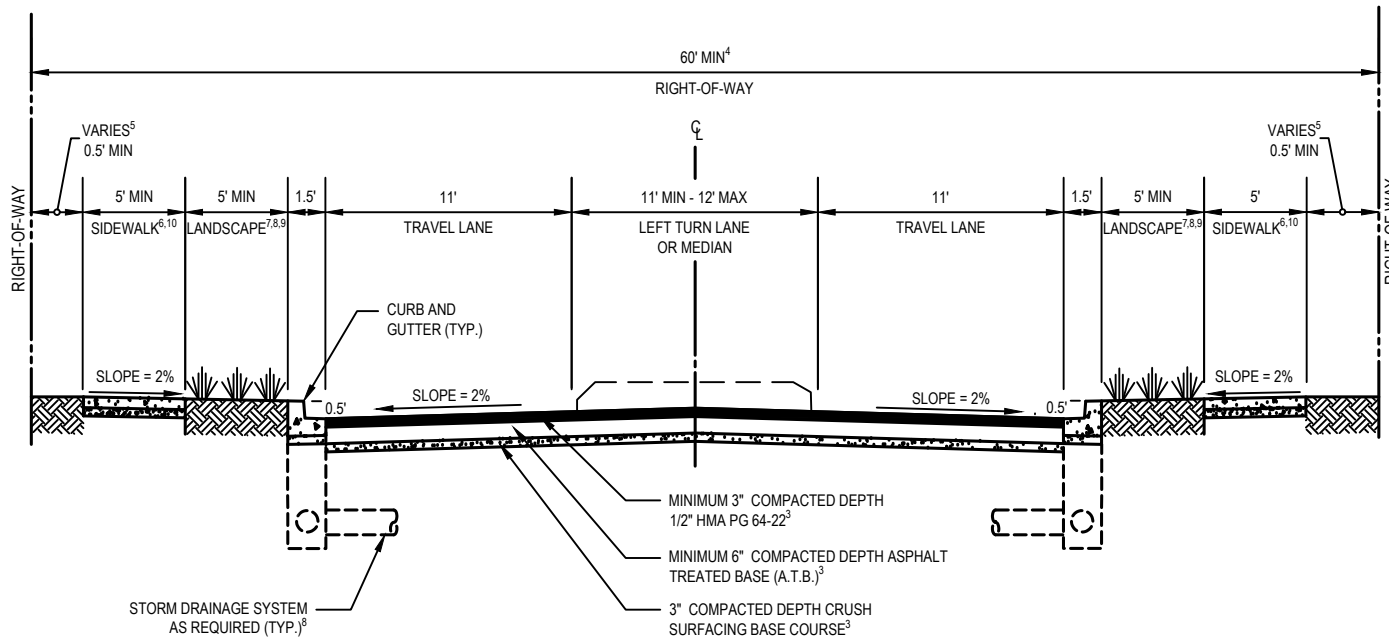
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2-LANE ARTERIAL

PARKING
 CONFIGURATION 2



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LANDSCAPE WIDTH

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

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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*

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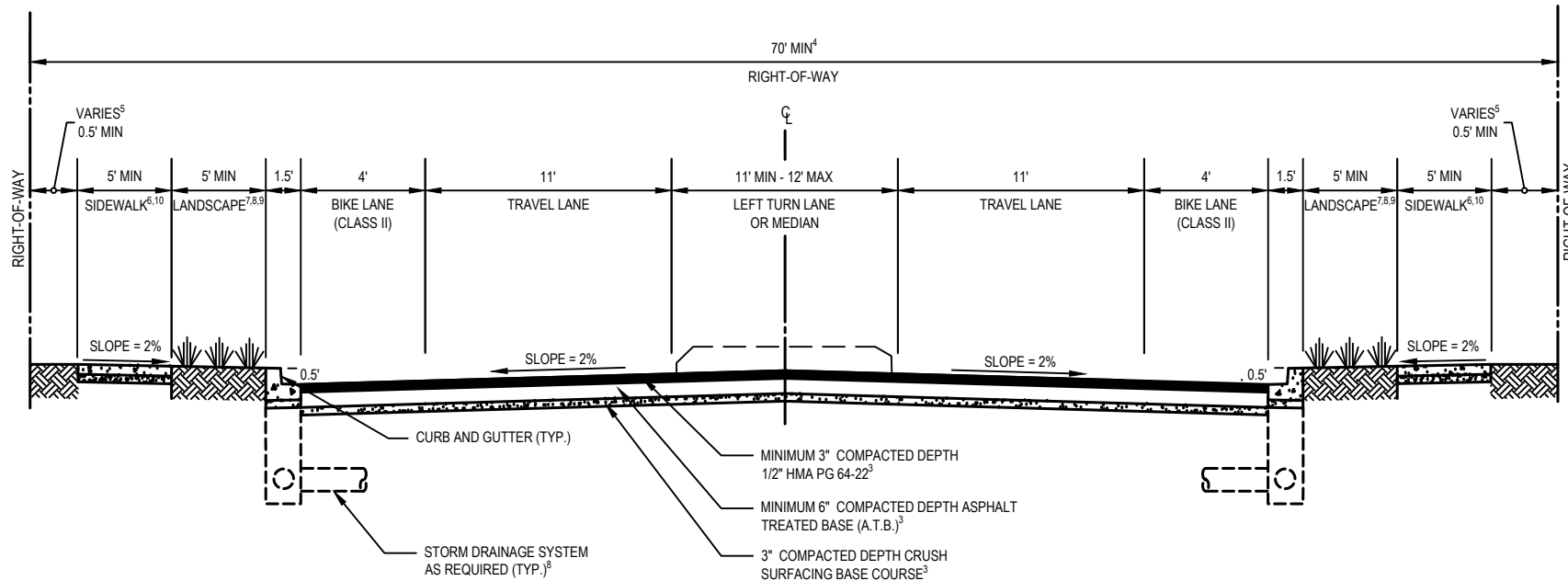
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3-LANE ARTERIAL



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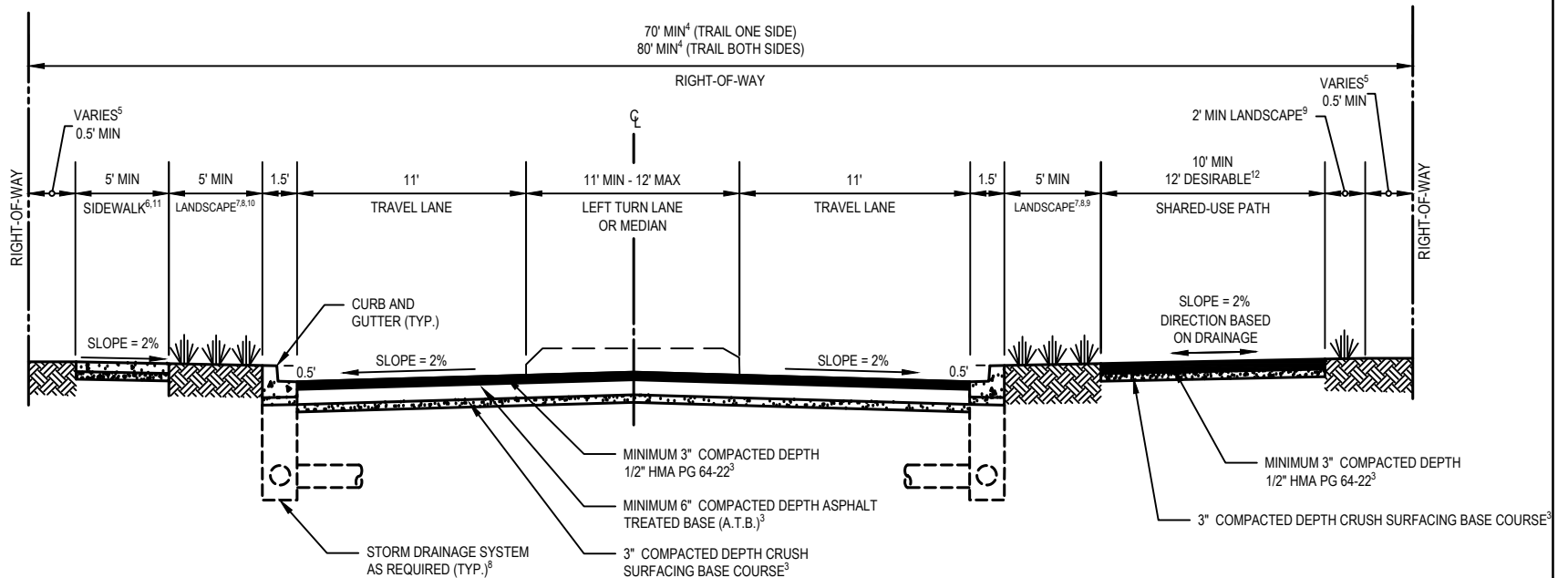
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3-LANE ARTERIAL

BICYCLE
CONFIGURATION



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SIDEWALK WIDTH	
MASTER PLAN	WIDTH
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3-LANE ARTERIAL

SHARED-USE PATH
 CONFIGURATION

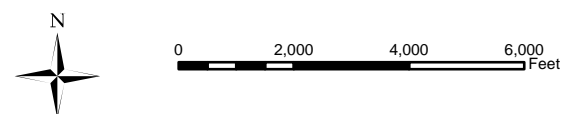
WHISKEY RIDGE NORTH - EXISTING



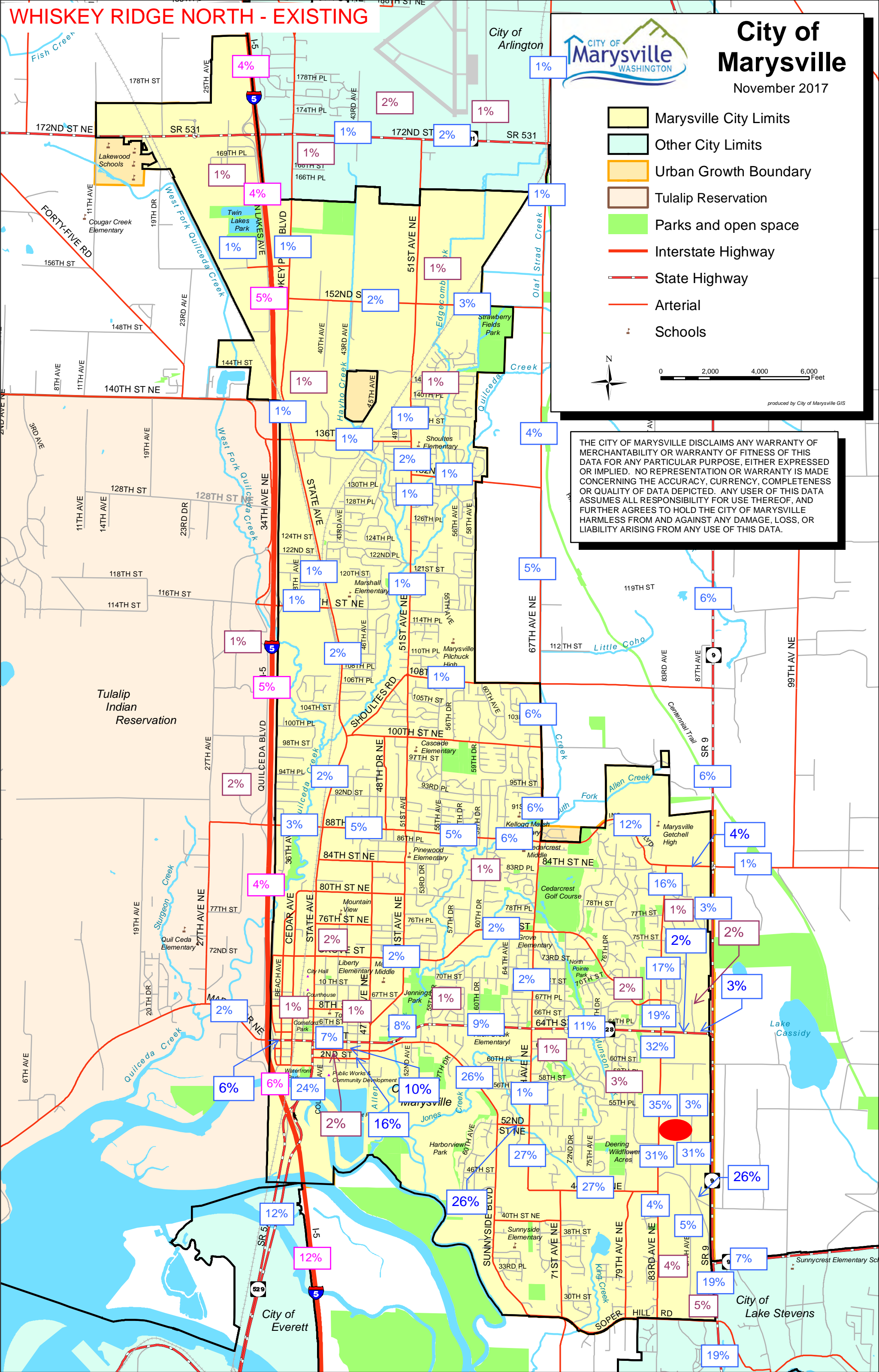
City of Marysville

November 2017

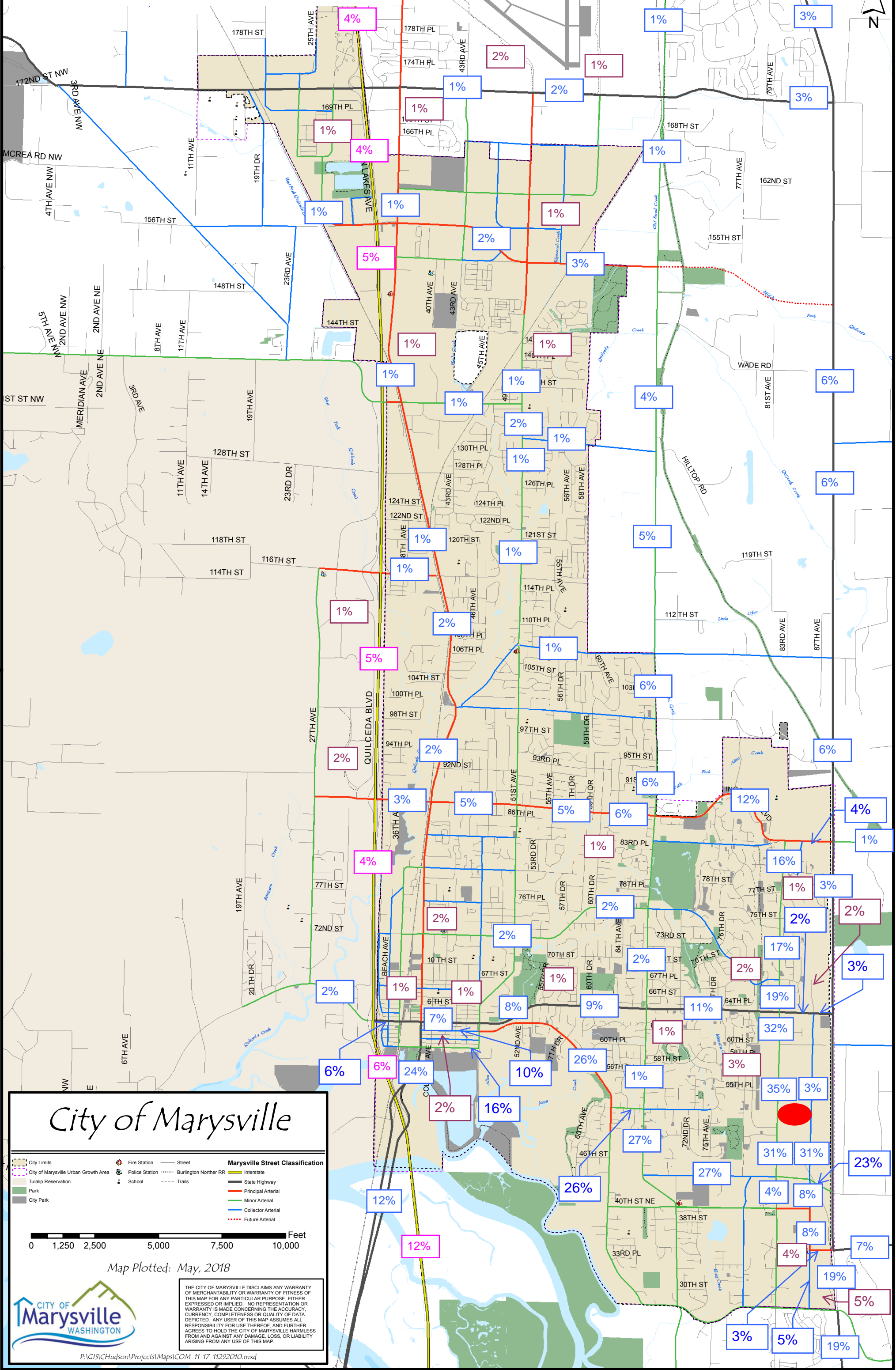
- Marysville City Limits
- Other City Limits
- Urban Growth Boundary
- Tulalip Reservation
- Parks and open space
- Interstate Highway
- State Highway
- Arterial
- Schools



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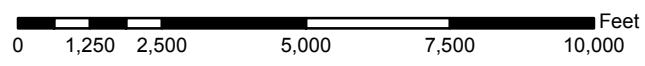


WHISKEY RIDGE NORTH - HORIZON



City of Marysville

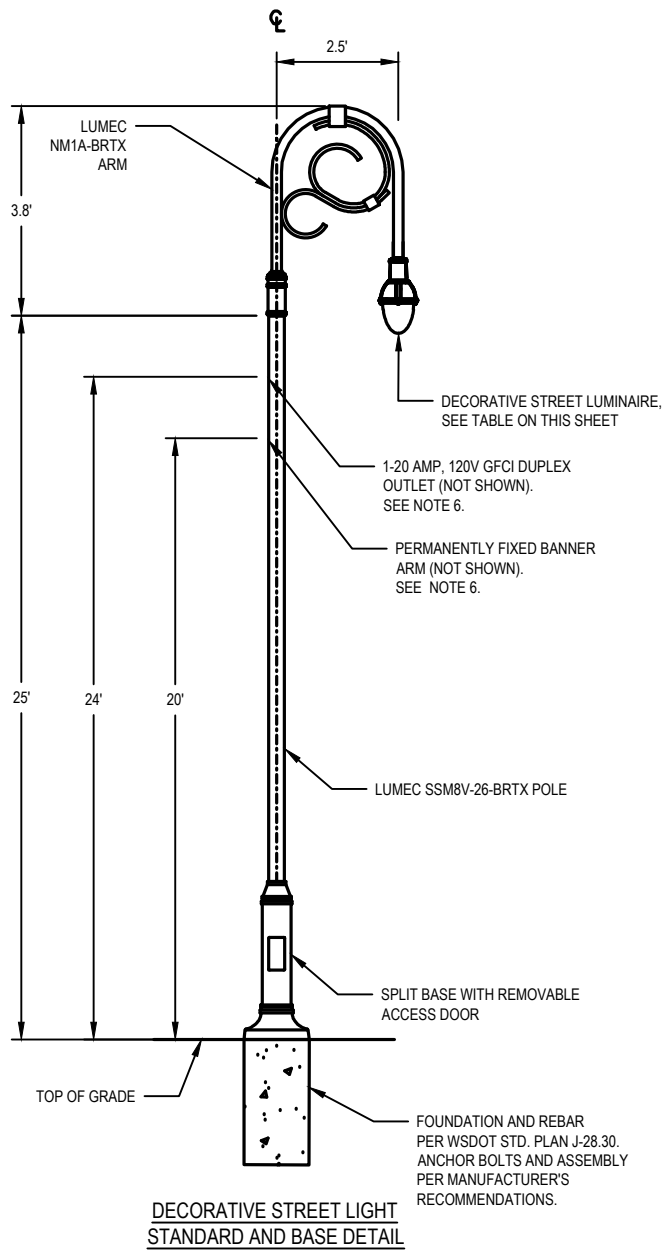
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|--------------------------------------|----------------|------------------------|---|
| City Limits | Fire Station | Street | Marysville Street Classification |
| City of Marysville Urban Growth Area | Police Station | Burlington Northern RR | Interstate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



Map Plotted: May, 2018



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



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

EXHIBIT G



MARYSVILLE

WASHINGTON

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

MEMORANDUM

To: Emily Morgan, Senior Planner

From: Kacey Simon, Civil Plan Reviewer

RE: Brodie Subdivision, File# PREA22-026
48 lot subdivision with potential zoning change
8703 60th ST NE & Parcel # 30052500303900; 30052500303800; 30052500302300

Date: 5/25/2022

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

1. **Existing utilities:**

- a. Sanitary sewer: Sewer is currently located along 83rd Ave NE and can be found on record drawing RD293. Yes, there is opportunity for latecomers on this extension.
- b. Water: a 16" ductile iron water main is currently located along 87th Ave NE and will need to be extended to 60th ST NE. At this time we are unsure of the water main size required to extend from 60th ST NE to the plat. We will let you know as soon as we hear back from the modeling team.
- c. Storm: There is not any storm currently fronting the proposed project.

2. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project.

- a. All utilities will need to extend along the project frontage.

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. 60th ST NE is classified as a Collector Arterial. From the western boundary of the project through the intersection of future 87th AVE NE, 60th ST NE shall be improved to SP 3-201-004. East of the future intersection, 60th ST NE shall be to SP 3-201-007.
- b. 87th Ave NE will need to be constructed in accordance with SP 3-201-008 of the EDDS including 2 lanes with a 5' planter and 12' multi-use paths on both sides.

4. **Dedication Requirements:**

- a. The applicant's surveyor will need to establish what the half width is of 60th St NE and ensure there is 35' of right of way.
 - b. 87th Ave NE from 60th ST NE to the north will also be required to be constructed as part of this subdivision. This street will require a 60' dedication.
 - c. The new internal roads will require a 50' right-of-way dedication.
5. **Access:**
- a. No direct lot access is permitted to 60th St NE as it is an arterial (EDDS 3-301) and none is proposed.
 - b. 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.
 - c. 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.
 - d. The new roads shall be constructed to SP 3-201-006.
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 85%.
 - d. **Projects that are not submitted prior to 7/1/22 will be required to be compliant with the 2019 Ecology manual.**

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



EXHIBIT H

MEMORANDUM

TO: Emily Morgan, Senior Planner

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

DATE: May 27th, 2022

SUBJECT: Brodie Subdivision, PreA22-026

MARYSVILLE
PUBLIC WORKS

Public Works Operations has reviewed the Brodie Subdivision submittal and has the following comments:

1. In response to question #6 on Project Narrative letter, currently the city does not have water main fronting those parcels. Water is currently available on 87th Ave NE. Any water main extension from 87th Ave NE would need to be 16" ductile iron;
2. Plans do not show utilities or corresponding details.

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

EXHIBIT I

Emily Morgan

From: Anderson, Dawn <AnderDM@wsdot.wa.gov>
Sent: Friday, May 13, 2022 1:34 PM
To: Emily Morgan
Subject: [External!] Accepted: [EXTERNAL] REQUEST FOR REVIEW - PreA22-026 - Brodie Subdivision

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

Hello Emily,

In looking at what was submitted I see it is a pre-app so WSDOT will need to see the TIA and hydraulics when they formally submit. The Hydraulics because it abuts SR 9 and that portion of SR 9 is limited access. I also noticed on the preliminary site plan it shows 2 walls along the SR 9 side of the project. Just want to make sure that the walls are not on WSDOT ROW because that would not be allowed.