

**Marysville City Council Meeting****March 27, 2017****7:00 p.m.****City Hall****Call to Order****Invocation****Pledge of Allegiance****Roll Call****Approval of the Agenda****Committee Reports****Presentations**

A. Employee Services Awards

B. Volunteer of the Month

**Audience Participation****Approval of Minutes** (*Written Comment Only Accepted from Audience.*)

1. Consider the February 27, 2017 City Council Meeting Minutes

**Consent**

2. Consider Approval of the March 1, 2017 Claims in the Amount of \$504,214.17; Paid by EFT Transactions and Check Numbers 114955 through 115098 with No Check Numbers Voided

3. Consider Approval of the March 8, 2017 Claims in the Amount of \$1,182,093.70; Paid by EFT Transactions and Check Numbers 115099 through 115315 with Check Numbers 114661, 114810 and 114995 Voided

4. Consider Approval of the March 15, 2017 Claims in the Amount of \$1,959,965.79; Paid by EFT Transactions and Check Numbers 115316 through 115505 with No Check Numbers Voided

5. Consider Approval of the March 3, 2017 Payroll in the Amount of \$1,736,424.22; Paid by EFT Transactions and Check Numbers 30597 through 30630

6. Consider Approval of the March 20, 2017 Payroll in the Amount of \$1,174,254.62; Paid by EFT Transactions and Check Numbers 30631 through 30659

**Review Bids****Public Hearings**

## Marysville City Council Meeting

**March 27, 2017**

**7:00 p.m.**

**City Hall**

7. Consider Approval of the Program Year 2017 Annual Action Plan and Citizen Participation Plan Amendment, as Recommended by the Citizen Advisory Committee on March 7, 2017, Provide a Summary of, and Response to any Comments Received during the Public Hearing into the Program Year 2017 Annual Action Plan, and Direct Staff to Forward Program Year 2017 Annual Action Plan to the U.S. Department of Housing and Urban Development

### **New Business**

8. Consider the Supplemental Agreement No. 2 to the City's Professional Services Agreement with KPG, Inc. for the Highway Safety Improvement Program (HSIP) Projects in the Amount of \$15,758.94
9. Consider the Community Beautification Program Grant Review Committee's Recommendation on Award Funding
10. Consider the Declaration of Protective Covenants, Conditions and Restrictions for Parcel 300521-002-024-00 as Requested by Snohomish County
11. Consider the Professional Services Agreement with Andes Land Surveying P.S. for the 23<sup>rd</sup> and 169<sup>th</sup> Place NE Connector Project
12. Consider an **Ordinance** of the City Council of the City of Marysville, Washington, Dedicating Right-Of-Way for Public Use.
13. Consider an **Ordinance** Amending the City's Comprehensive Plan by Adopting an Update to the Capital Facilities Plan
14. Consider an **Ordinance** Updating the City's Development Regulations and Amending Sections 22A.020.050, 22A.020.070, 22A.020.200, 22C.010.060, 22C.010.070, 22C.010.090, 22C.010.210, 22C.010.220, 22C.020.060, 22C.020.070, 22C.020.190, 22C.130.030, 22C.160.080, 22G.080.100, and 22A.010.160 of the Marysville Municipal Code
15. Consider an **Ordinance** Guiding Development in the Lakewood Neighborhood by Amending the City Comprehensive Plan to Adopt the Lakewood Neighborhood Master Plan and Amending the City's Land Use Regulations to Adopt Marysville Municipal Code Chapter 22C.065, Lakewood Neighborhood Master Plan Area – Design Requirements
16. A **Resolution** of the City of Marysville, Washington Supporting the "CERB" Planning Grant Application to the Washington State Department of Commerce; to Develop a Plan for the Arlington Marysville Manufacturing and Industrial Center

### **Legal**

**Marysville City Council Meeting****March 27, 2017****7:00 p.m.****City Hall****Mayor's Business****Staff Business****Call on Councilmembers****Adjournment/Recess****Executive Session**

- A. Litigation
- B. Personnel
- C. Real Estate

**Reconvene****Adjournment**

Special Accommodations: The City of Marysville strives to provide accessible meetings for people with disabilities. Please contact the City Clerk's office at (360) 363-8000 or 1-800-833-6384 (Voice Relay), 1-800-833-6388 (TDD Relay) two days prior to the meeting date if any special accommodations are needed for this meeting.

# *Index #1*

<b>Call to Order/Pledge of Allegiance/Roll Call</b>	7:00 p.m.
<b>Approval of the Agenda</b>	Approved
<b>Committee Reports</b>	
<b>Presentations</b>	
Municipal Court Annual Report	Moved
Employee Services Awards	Presented
<b>Audience Participation</b>	
<b>Approval of Minutes</b>	
Consider the January 23, 2017 City Council Meeting Minutes	Approved
<b>Consent Agenda</b>	
Consider the February 8, 2017 Claims in the Amount of \$1,645,492.88; Paid by EFT Transactions and Check Numbers 114392 through 114555 with Check Numbers 114298 and 114319 Voided	Approved
Consider the February 15, 2017 Claims in the Amount of \$462,771.85; Paid by EFT Transactions and Check Numbers 114556 through 114749 with No Check Numbers Voided	Approved
Consider the February 17, 2017 Payroll in the Amount of \$1,032,440.32; Paid by EFT Transactions and Check Numbers 30567 through 30596	Approved
<b>Review Bids</b>	
<b>Public Hearings</b>	
<b>New Business</b>	
Independent Contractor and Lease Agreement with Mark Johnson for the Caretaker Position at Jennings Memorial Park	Approved
Landowner Agreement for the Riparian Restoration Planting with Adopt-A-Stream	Approved
Consider the Resolution Declaring Certain Electronic Items of Personal Property to be Surplus and Authorizing the Sale or Disposal Thereof	Approved
<b>Legal</b>	
<b>Mayor's Business</b>	
Parks, Culture, and Recreation Bard Reappointment: Kelly Huestis	Approved
<b>Staff Business</b>	
<b>Call on Councilmembers</b>	
<b>Adjournment</b>	7:40 p.m.
<b>Executive Session</b>	7:55 p.m.
<b>Personnel – two item</b>	Action on one
<b>Litigation – one item</b>	Action
Adjournment	7:55 p.m.

COUNCIL



*DRAFT*  
MINUTES

**Regular Meeting**  
*February 27, 2017*

**Call to Order / Pledge of Allegiance**

Mayor Nehring called the meeting to order at 7:00 p.m. Pastor Bryan Tripp with First Baptist Church gave the invocation, and Mayor Nehring led those present in the Pledge of Allegiance.

**Roll Call**

Chief Administrative Officer Hirashima gave the roll call. The following staff and councilmembers were in attendance.

- Mayor:** Jon Nehring
- Council:** Steve Muller, Kamille Norton, Jeff Seibert, Michael Stevens, Rob Toyer<sup>1</sup>, Jeff Vaughan, and Donna Wright
- Absent:** None
- Also Present:** Chief Administrative Officer Gloria Hirashima, Finance Director Sandy Langdon, Assistant Police Chief Jeff Goldman, City Attorney Jon Walker, Public Works Director Kevin Nielsen, Parks and Recreation Director Jim Ballew, Community Development Director Dave Koenig, Fire Chief Martin McFalls, Court Administrator Suzanne Elsner, and Recording Secretary April O'Brien.

**Motion** made by Councilmember Muller, seconded by Councilmember Norton, to approve the agenda. **Motion** passed unanimously (6-0).

**Committee Reports**

Councilmember Wright:

- She attended the Public Safety meeting.
- The code enforcement changes are in place and working.

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<sup>1</sup> Councilmember Toyer arrived at 7:08 p.m.

- There have been some major improvements in jail and custody.
- The attendees enrolled in the Citizen Academy are excited.
- Police has two new K-9 dogs that can be used for drug detection and tracking.
- A homeless encampment in North Marysville will be cleaned up.
- There are 35 neighborhood watches.
- The Marysville Police Resource Officers did a great job with the anti-bullying event.

## **Presentations**

### A. Municipal Court Annual Report

The presentation was postponed.

### B. Employee Services Awards

Jane Shafer, Administrative Secretary was recognized for her ten years of service.

## **Audience Participation**

None

## **Approval of Minutes** (*Written Comment Only Accepted from Audience.*)

### 1. Consider Approval of the January 23, 2017 City Council Meeting Minutes

**Motion** made by Councilmember Wright, seconded by Councilmember Vaughan, to approve the January 23, 2017 City Council Meeting Minutes. **Motion** passed unanimously (7-0).

## **Consent**

2. Consider the February 8, 2017 Claims in the Amount of \$1,645,492.88; Paid by EFT Transactions and Check Numbers 114392 through 114555 with Check Numbers 114298 and 114319 Voided

3. Consider the February 15, 2017 Claims in the Amount of \$462,771.85; Paid by EFT Transactions and Check Numbers 114556 through 114749 with No Check Numbers Voided

4. Consider the February 17, 2017 Payroll in the Amount of \$1,032,440.32; Paid by EFT Transactions and Check Numbers 30567 through 30596

**Motion** made by Councilmember Norton, seconded by Councilmember Muller, to approve Consent Agenda items 2, 3, and 4. **Motion** passed unanimously (7-0).

## **Review Bids**

**Public Hearings****New Business**

5. Consider the Independent Contractor and Lease Agreement with Mark Johnson for the Caretaker Position at Jennings Memorial Park

Director Ballew reviewed the agreement and there were no questions.

**Motion** made by Councilmember Toyer, seconded by Stevens, to approve the Independent Contractor and Lease Agreement for the Caretaker Position at Jennings Memorial Park. **Motion** passed unanimously (7-0).

6. Consider the Landowner Agreement for the Riparian Restoration Planting with Adopt-A-Stream

Director Nielson reviewed the agreement and there were no questions.

**Motion** made by Councilmember Muller, seconded by Councilmember Wright to approve the Landowner Agreement for the Riparian Restoration Planting with Adopt-A-Stream. **Motion** passed unanimously (7-0).

7. Consider the **Resolution** Declaring Certain Electronic Items of Personal Property to be Surplus and Authorizing the Sale or Disposal Thereof

Worth Norton reviewed the resolution and there were no questions.

**Motion** made by Councilmember Norton, seconded by Councilmember Toyer to approve Resolution 2409 Declaring Certain Electronic Items of Personal Property to be Surplus and Authorizing the Sale or Disposal Thereof. **Motion** passed unanimously (7-0).

**Legal****Mayor's Business**

8. Consider the Parks, Culture, and Recreation Board Reappointment; Kelly Huestis

Mayor reviewed the reappointment and there were no question.

**Motion** made by Councilmember Muller, seconded by Councilmember Stevens to approve the reappointment of Kelly Huestis to the Parks, Culture, and Recreation Board. **Motion** pass unanimously (7-0).

The Mayor had the following comments:



# DRAFT

- He reviewed the Builders' Developer Forum that was held last Thursday. The City received lots of good feedback. He thought this event tied in nicely to the event he had been to earlier in the day. The availability of land down south is becoming more rare and expensive and this is making it easier for development to move more north.
- The anti-bullying event last Thursday was packed with 3-4 hundred attendees. The SRO Officers did a magnificent job putting a week of events together.
- Marge Fairweather retired and held her last event last week.

## Staff Business

Assistant Chief Goldman stated that the two K-9 dogs have certified as trackers and will be taking exams to be certified for narcotics on March 9.

Sandy Langdon stated that the City's bond rating was upgraded one level.

Jon Walker stated the need for a ten-minute Executive Session to review the performance of a public employee, collective bargaining, and litigation. There is possible action on two of the three items.

Dave Koenig had no comments.

Chief Martin McFalls let everyone know that Captain Larry Nelson will be retiring tomorrow after 33 years of service.

Jim Ballew:

- Maryke Burgess will be leaving this week. He invited everyone to join her celebration on Wednesday.
- Last Saturday was a sell out at the Opera House.
- Earth Day is April 22, and the targeted date to dedicate the Ebey Waterfront Trail. He asked for the Councilmembers to let him know if they are available to attend the dedication. It looks like the project will be completed by mid-April.

Kevin Nielsen:

- The developers that attended the meeting last Thursday appreciated being updated on the City projects since it helps them decide how to move forward with their projects. He thanked Council for letting the City move forward with so many projects.
- There will a Public Works meeting on March 3.
- He discussed the volunteers cleaning up a homeless camp in Monroe.

Gloria Hirashima:

- It was exciting touting all the City's projects at the Developers' Forum. She thanked Council for all their work.

- She mention that the meeting schedule in March will be revised. Due to the NCL Conference, the March 6 and 27, meetings will be action meetings. The March 13, meeting will be cancelled due to lack of quorum.

### **Call on Councilmembers**

Jeff Vaughan stated that he liked to see the police dogs in action.

Donna Wright:

- The Economic Alliance forecast made her hopeful.
- Legislative Day was interesting, but pointed out that a Senate bill passed committee today related to lodging tax that would take part of the City's Hotel/Motel funds.
- The Village Restaurant burning is sad. A number of restaurants in the area are providing food on Thursday and taking donations for the Village Restaurant.
- She will be out of town next Monday.

Jeff Seibert:

- He attended last Thursday's RFA meeting. He requested Director Langdon find out what the process was that the successful RFAs took in the state.
- He stated that the levy rate proposed at the RFA meeting would cause Marysville to lose .56 off the levy rate. He would like to know what kind of long-term effect this would have on the City's budget and what percent of our levy now supports fire.

Michael Stevens:

- He liked the K-9's Facebook page. He taught his children that our taxes pay for the K-9 program.
- He thought the Developers' Forum was great. Master Builders Association appreciated the City holding the event and that the City wants to develop in the right way.

Rob Toyer had no comments.

Steve Muller:

- The Developers' Forum was awesome. He enjoyed hearing about how many new permits had been pulled. He is excited that Coastal Ranch is taking over the Kmart location. Director Koeing commented that three new auto dealerships have pulled permits.
- Knut Bell and the Blue Collars at the Opera House was awesome, and that it is good to see life in the building again.
- The Village Restaurant might be relocating to the Majestic Café temporarily.

Kamille Norton:

- She thought it was nice to attend the AWC Conference and meet with State Legislators.

- She thanked Staff for setting up the meetings.

### **Adjournment**

Council adjourned the meeting at 7:35 p.m. and after a five-minute break reconvened into Executive Session for ten-minutes. There is action expected on two of the three items.

### **Executive Session**

Council reconvened in Executive Session at 7:40 p.m.

- A. Litigation – one item - RCW 42.30.110(1)(i)
- B. Personnel – one item - RCW 42.30.110(1)(g) and one item - RCW 42.30.140(4)(a)
- C. Real Estate

Executive Session extended for five minutes.

Executive Session ended and public meeting reconvened at 7:55 p.m.

**Motion** made by Councilmember Seibert, seconded by Councilmember Toyer, to authorize the Mayor to sign the second amendment to agreement for Joint Operation of Fire and EMS dated April 18, 2016. **Motion** pass unanimously (7-0).

**Motion** made by Councilmember Muller, seconded by Councilmember Stevens, to authorize the Mayor to sign the MOU between the City of Marysville and MPOA. **Motion** pass unanimously (7-0).

### **Adjournment**

Seeing no further business Mayor Nehring adjourned the meeting at 7:55 p.m.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

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Mayor  
Jon Nehring

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April O'Brien  
Deputy City Clerk

# *Index #2*

## CITY OF MARYSVILLE

## EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: March 27, 2017

AGENDA ITEM: Claims	AGENDA SECTION:	
PREPARED BY: Sandy Langdon, Finance Director	AGENDA NUMBER:	
ATTACHMENTS: Claims Listings	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

Please see attached.

## RECOMMENDED ACTION:

**The Finance and Executive Departments recommend City Council approve the March 1, 2017 claims in the amount of \$504,214.17 paid by EFT transactions and Check No. 114955 through 115098 with no Check No.'s voided.**

## COUNCIL ACTION:

**CLAIMS  
FOR  
PERIOD-3**

I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE **CLAIMS** IN THE AMOUNT OF **\$504,214.17 PAID BY EFT TRANSACTIONS AND CHECK NO.'S 114955 THROUGH 115098 WITH NO CHECK NO.'S VOIDED** ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF MARYSVILLE, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND TO CERTIFY SAID CLAIMS.

\_\_\_\_\_  
AUDITING OFFICER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
DATE

WE, THE UNDERSIGNED COUNCIL MEMBERS OF MARYSVILLE, WASHINGTON DO HEREBY APPROVE FOR PAYMENT THE ABOVE MENTIONED **CLAIMS** ON THIS **27<sup>th</sup> DAY OF MARCH 2017.**

\_\_\_\_\_  
COUNCIL MEMBER

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COUNCIL MEMBER

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COUNCIL MEMBER

**CITY OF MARYSVILLE  
 INVOICE LIST  
 FOR INVOICES FROM 2/23/2017 TO 3/1/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
114955	ACANDYSTORE.COM INC.	EASTER EGG HUNT SUPPLIES	RECREATION SERVICES	1,089.30
114956	AKAU, BRAD	REIMBURSE SUPPLY PURCHASE	POLICE INVESTIGATION	46.00
114957	ALTISOURCE SINGLE FA	UB 780360000000 6212 56TH PL N	WATER/SEWER OPERATION	57.00
114958	ARAMARK UNIFORM	UNIFORM SERVICE	SMALL ENGINE SHOP	6.55
	ARAMARK UNIFORM		SMALL ENGINE SHOP	6.55
	ARAMARK UNIFORM	LINEN SERVICE	OPERA HOUSE	40.37
	ARAMARK UNIFORM		OPERA HOUSE	51.75
	ARAMARK UNIFORM	UNIFORM SERVICE	EQUIPMENT RENTAL	69.11
	ARAMARK UNIFORM		EQUIPMENT RENTAL	69.11
114959	ASCENCIO, HILLREY	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
114960	AWWA	WORKSHOP-BRYANT, K	UTIL ADMIN	80.00
114961	BARKER, ROCHELLE	REIMBURSE POSTAGE EXPENSE	GMA - STREET	7.92
114962	BHC CONSULTANTS	PROFESSIONAL SERVICES	SEWER CAPITAL PROJECTS	59,819.12
114963	BILLING DOCUMENT SPE	BILL PRINTING SERVICE	UTILITY BILLING	1,639.31
	BILLING DOCUMENT SPE		UTILITY BILLING	2,903.00
114964	BOTESCH, NASH & HALL	PUBLIC SAFETY BUILDING STUDY	NON-DEPARTMENTAL	1,937.50
114965	BOULDING, PHILIP	ENTERTAINMENT 3/11/17	OPERA HOUSE	1,500.00
114966	BUELL, JOHN	REIMBURSE MEAL	WATER DIST MAINS	14.00
114967	CANO, JAMES	UB 757311000000 7311 46TH PL N	WATER/SEWER OPERATION	16.70
114968	CASCADE COLUMBIA	POLY ALUMINUM CHLORIDE	WASTE WATER TREATMENT F	11,646.65
	CASCADE COLUMBIA		WASTE WATER TREATMENT F	12,164.55
114969	CASCADIA CONSULTING	STATEWIDE LID TRAINING-BENTON	ENGR-GENL	41.99
114970	CENTRAL WELDING SUPP	SHOVELS	ER&R	76.37
	CENTRAL WELDING SUPP	WYPALL WIPES	ER&R	121.17
114971	CHAMPION BOLT	HOLE SAW AND HARDWARE	WATER DIST MAINS	148.71
114972	CHEMTRADE CHEMICALS	ALUMINUM SULFATE	WASTE WATER TREATMENT F	4,052.24
114973	CLEAR IMAGE PHOTOGRA	SPECIAL EVENT PHOTOGRAPHY	RECREATION SERVICES	1,326.11
114974	COMCAST	CABLE SERVICE-KBCC	BAXTER CENTER APPRE	61.45
	COMCAST	MONTHLY BROADBAND CHARGE	COMPUTER SERVICES	131.21
114975	COOP SUPPLY	RAKES AND SILICONE	WASTE WATER TREATMENT F	62.15
	COOP SUPPLY	SHOVELS	ROADWAY MAINTENANCE	117.78
114976	COPIERS NORTHWEST	PRINTER/COPIER CHARGES	PERSONNEL ADMINISTRATIO	52.70
	COPIERS NORTHWEST		WASTE WATER TREATMENT F	119.16
	COPIERS NORTHWEST		PROBATION	136.38
	COPIERS NORTHWEST		UTILITY BILLING	171.28
	COPIERS NORTHWEST		CITY CLERK	191.05
	COPIERS NORTHWEST		FINANCE-GENL	191.05
	COPIERS NORTHWEST		LEGAL - PROSECUTION	270.36
	COPIERS NORTHWEST		EXECUTIVE ADMIN	323.06
	COPIERS NORTHWEST		POLICE INVESTIGATION	362.55
	COPIERS NORTHWEST		DETENTION & CORRECTION	492.50
	COPIERS NORTHWEST		OFFICE OPERATIONS	1,913.09
114977	DECATO, BARRY J	UB 420761310006 16508 41ST DR	WATER/SEWER OPERATION	290.97
114978	DELL	PC'S AND MONITORS	IS REPLACEMENT ACCOUNTS	593.37
	DELL		UTIL ADMIN	3,513.26
114979	DIAMOND B CONSTRUCT	REPAIR HEATING UNIT-GOLF	GOLF ADMINISTRATION	1,374.85
114980	DONNELSON ELECTRIC	CHANGE OUT EXIT/EM LIGHT COMBO	SOLID WASTE OPERATIONS	588.29
	DONNELSON ELECTRIC		MAINT OF GENL PLANT	588.30
	DONNELSON ELECTRIC	WWTP LIGHTING	WASTE WATER TREATMENT F	783.53
	DONNELSON ELECTRIC	NEW OFFICE ADDITION	MAINT OF GENL PLANT	3,845.77
	DONNELSON ELECTRIC		SOLID WASTE OPERATIONS	3,845.78
	DONNELSON ELECTRIC	PARKING LOT LIGHTING	PUBLIC SAFETY BLDG	5,085.16
114981	DUKE PARTNERS II LLC	UB 051011080000 8931 57TH DR N	WATER/SEWER OPERATION	298.96
114982	E&E LUMBER	FASTENERS	PARK & RECREATION FAC	4.36
	E&E LUMBER		PARK & RECREATION FAC	9.56
	E&E LUMBER	SHINGLES	MAINT OF GENL PLANT	10.83
	E&E LUMBER	CORNER BRACES AND CLAMPS	SOLID WASTE OPERATIONS	16.70
	E&E LUMBER		MAINT OF GENL PLANT	16.71
	E&E LUMBER	SHINGLES	MAINT OF GENL PLANT	18.77
	E&E LUMBER	AUGER AND DRAIN OPENER	WASTE WATER TREATMENT F	37.68
	E&E LUMBER	TARPS AND KNEELING PADS	WATER SERVICES	38.28

**CITY OF MARYSVILLE  
 INVOICE LIST  
 FOR INVOICES FROM 2/23/2017 TO 3/1/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
114982	E&E LUMBER	ADAPTER KIT, POWER BIT AND SCR	ROADWAY MAINTENANCE	39.90
	E&E LUMBER	LUMBER	GMA-PARKS	47.76
	E&E LUMBER	FENCING MATERIAL	PARK & RECREATION FAC	91.28
	E&E LUMBER	NOZZLES, RESPIRATORS AND RUBBI	WASTE WATER TREATMENT F	109.18
	E&E LUMBER	LUMBER AND SUPPLIES	GMA-PARKS	125.52
	E&E LUMBER	FENCING MATERIAL	PARK & RECREATION FAC	245.06
	E&E LUMBER	PANELS	MAINT OF GENL PLANT	502.08
114983	EAST JORDAN IRON WOR	VALVE BOXES AND WATER LIDS	WATER DIST MAINS	1,427.57
114984	EDGE ANALYTICAL	LAB ANALYSIS	WATER QUAL TREATMENT	10.50
	EDGE ANALYTICAL		WATER QUAL TREATMENT	10.50
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	21.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	24.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	24.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	58.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	189.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	189.00
114985	ELDRED, JAMES & KIM	UB 840100502001 7803 67TH ST N	WATER/SEWER OPERATION	21.43
114986	EVERETT, CITY OF	LAB ANALYSIS	WASTE WATER TREATMENT F	1,777.50
114987	EVERGREEN SAFETY COU	TRAINING-OSBORN	TRAINING	495.00
	EVERGREEN SAFETY COU	TRAINING-WETZEL	TRAINING	495.00
114988	FRONTIER COMMUNICATI	PHONE CHARGES	CRIME PREVENTION	7.71
	FRONTIER COMMUNICATI		COMMUNITY SERVICES UNIT	7.71
	FRONTIER COMMUNICATI		COMMUNITY CENTER	7.71
	FRONTIER COMMUNICATI		SOLID WASTE CUSTOMER EX	7.71
	FRONTIER COMMUNICATI		PURCHASING/CENTRAL STOF	7.71
	FRONTIER COMMUNICATI		CITY CLERK	15.42
	FRONTIER COMMUNICATI		GOLF ADMINISTRATION	15.42
	FRONTIER COMMUNICATI		FACILITY MAINTENANCE	15.42
	FRONTIER COMMUNICATI		YOUTH SERVICES	23.13
	FRONTIER COMMUNICATI		PROPERTY TASK FORCE	23.13
	FRONTIER COMMUNICATI		PERSONNEL ADMINISTRATIO	23.13
	FRONTIER COMMUNICATI		GENERAL SERVICES - OVERF	23.13
	FRONTIER COMMUNICATI		WATER QUAL TREATMENT	23.13
	FRONTIER COMMUNICATI		LEGAL-GENL	30.84
	FRONTIER COMMUNICATI		LEGAL - PROSECUTION	38.55
	FRONTIER COMMUNICATI		RECREATION SERVICES	38.55
	FRONTIER COMMUNICATI		EQUIPMENT RENTAL	38.55
	FRONTIER COMMUNICATI		EXECUTIVE ADMIN	46.26
	FRONTIER COMMUNICATI		FINANCE-GENL	46.26
	FRONTIER COMMUNICATI		STORM DRAINAGE	46.26
	FRONTIER COMMUNICATI	ACCT #36065836350725085	COMMUNITY DEVELOPMENT-	47.46
	FRONTIER COMMUNICATI		UTIL ADMIN	47.47
	FRONTIER COMMUNICATI	ACCT #36065125170927115	STREET LIGHTING	48.33
	FRONTIER COMMUNICATI	ACCT #36065774950927115	STREET LIGHTING	48.33
	FRONTIER COMMUNICATI	ACCT #36065771080927115	STREET LIGHTING	53.29
	FRONTIER COMMUNICATI	PHONE CHARGES	PARK & RECREATION FAC	53.97
	FRONTIER COMMUNICATI		COMPUTER SERVICES	53.99
	FRONTIER COMMUNICATI		UTILITY BILLING	61.68
	FRONTIER COMMUNICATI	ACCT #36065827660617105	MUNICIPAL COURTS	67.57
	FRONTIER COMMUNICATI	ACCT #36065831360617105	MUNICIPAL COURTS	67.57
	FRONTIER COMMUNICATI	ACCT #36065962121015935	MAINT OF GENL PLANT	67.57
	FRONTIER COMMUNICATI	ACCT #36065976670111075	OFFICE OPERATIONS	67.57
	FRONTIER COMMUNICATI	PHONE CHARGES	POLICE ADMINISTRATION	69.40
	FRONTIER COMMUNICATI		POLICE INVESTIGATION	69.40
	FRONTIER COMMUNICATI		WASTE WATER TREATMENT F	69.40
	FRONTIER COMMUNICATI		OFFICE OPERATIONS	77.11



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114988	FRONTIER COMMUNICATI	PHONE CHARGES	MUNICIPAL COURTS	84.82
	FRONTIER COMMUNICATI	ACCT #25300981920624965	SEWER LIFT STATION	85.62
	FRONTIER COMMUNICATI	ACCT #36065943981121075	PUBLIC SAFETY BLDG	94.93
	FRONTIER COMMUNICATI	ACCT #36065191230801065	WATER FILTRATION PLANT	99.05
	FRONTIER COMMUNICATI	ACCT #36065340280125085	CITY HALL	101.46
	FRONTIER COMMUNICATI	PHONE CHARGES	DETENTION & CORRECTION	107.95
	FRONTIER COMMUNICATI		ENGR-GENL	123.37
	FRONTIER COMMUNICATI		UTIL ADMIN	123.37
	FRONTIER COMMUNICATI		COMMUNITY DEVELOPMENT-	169.63
	FRONTIER COMMUNICATI		POLICE PATROL	346.98
114989	FYLER, NIKKI	REFUND CLASS FEES	PARKS-RECREATION	70.00
114990	GALLS, LLC	UNIFORM-SMITH	POLICE ADMINISTRATION	11.99
114991	GK SOLUTIONS LLC	UB 750461000000 7126 52ND ST N	WATER/SEWER OPERATION	193.49
114992	GOVCONNECTION INC	MISC PERIPHERALS	COMPUTER SERVICES	93.20
	GOVCONNECTION INC	IP CAMERA AND SOFTWARE	COMPUTER SERVICES	198.17
	GOVCONNECTION INC	UPS	IS REPLACEMENT ACCOUNTS	511.75
	GOVCONNECTION INC	IP CAMERA AND SOFTWARE	UTIL ADMIN	540.01
114993	GRAINGER	SMOKE EMITTER	SEWER MAIN COLLECTION	21.96
114994	GRANITE CONST	ASPHALT	ROADWAY MAINTENANCE	249.57
114995	GRASSL, LEAH	REIMBURSE MEETING SUPPLIES	STORM DRAINAGE	60.85
114996	GREATAMERICA FINANCI	POSTAGE LEASE PAYMENT	CITY CLERK	30.19
	GREATAMERICA FINANCI		EXECUTIVE ADMIN	30.19
	GREATAMERICA FINANCI		FINANCE-GENL	30.19
	GREATAMERICA FINANCI		PERSONNEL ADMINISTRATION	30.19
	GREATAMERICA FINANCI		UTILITY BILLING	30.19
	GREATAMERICA FINANCI		LEGAL - PROSECUTION	30.19
	GREATAMERICA FINANCI		POLICE INVESTIGATION	36.22
	GREATAMERICA FINANCI		POLICE PATROL	36.22
	GREATAMERICA FINANCI		OFFICE OPERATIONS	36.22
	GREATAMERICA FINANCI		DETENTION & CORRECTION	36.22
	GREATAMERICA FINANCI		POLICE ADMINISTRATION	36.22
	GREATAMERICA FINANCI		COMMUNITY DEVELOPMENT-	38.54
	GREATAMERICA FINANCI		ENGR-GENL	38.54
	GREATAMERICA FINANCI		UTIL ADMIN	38.55
114997	GREENSHIELDS	COUPLING AND FITTING	WATER DIST MAINS	36.14
114998	GUNDERSON, JARL	LEOFF 1 REIMBURSEMENT	POLICE ADMINISTRATION	1,012.32
114999	HARBORTECH MOBILITY	WIFI REPLACEMENT	IS REPLACEMENT ACCOUNTS	31,131.88
115000	HD FOWLER COMPANY	ALUMINUM PIPING	WASTE WATER TREATMENT F	69.93
	HD FOWLER COMPANY	MANHOLE HOOKS AND MARKING PAINT	WATER/SEWER OPERATION	450.89
	HD FOWLER COMPANY	RESETTERS	WATER/SEWER OPERATION	520.76
	HD FOWLER COMPANY		WATER/SEWER OPERATION	525.47
	HD FOWLER COMPANY	FITTINGS, ELLS AND HARDWARE	WATER/SEWER OPERATION	532.06
	HD FOWLER COMPANY	RESETTERS	WATER/SEWER OPERATION	538.82
	HD FOWLER COMPANY	CORPSTOPS, FITTINGS AND ADAPTE	WATER/SEWER OPERATION	564.40
	HD FOWLER COMPANY	RESETTERS AND BOLT KITS	WATER/SEWER OPERATION	599.64
115001	HE MITCHELL CO	SHOP REMODEL MATERIALS	SOLID WASTE OPERATIONS	932.28
	HE MITCHELL CO		MAINT OF GENL PLANT	932.29
115002	HEALTH, DEPT OF	2017 OPERATING PERMIT	UTIL ADMIN	28,289.85
115003	HENNIG, JEANINE TULL	INSTRUCTOR SERVICES	RECREATION SERVICES	78.00
	HENNIG, JEANINE TULL		RECREATION SERVICES	166.40
	HENNIG, JEANINE TULL		RECREATION SERVICES	185.60
115004	HERC RENTALS INC	LIGHT TOWER RENTAL	WATER DIST MAINS	80.29
115005	J J KELLER & ASSOCIA	BBP EC DVD TRAINING PROGRAM	EXECUTIVE ADMIN	453.40
115006	KING COUNTY FINANCE	2017 GIS TRAINING-DOOP	UTIL ADMIN	700.00
115007	KLEISATH, JOSHUA	UB 091453246000 14532 46TH DR	WATER/SEWER OPERATION	8.69
115008	KLEMENTSEN, TORY	INSTRUCTOR SERVICES	RECREATION SERVICES	105.00
	KLEMENTSEN, TORY		RECREATION SERVICES	210.00
115009	LABOR & INDUSTRIES	WORKERS COMP OVERPAYMENT-THOMP	POLICE PATROL	103.52
115010	LES SCHWAB TIRE CTR	REPAIR FLAT TIRE	EQUIPMENT RENTAL	106.92
115011	LOOMIS	ARMORED TRUCK SERVICE	COMMUNITY DEVELOPMENT-	97.30
	LOOMIS		UTIL ADMIN	97.30

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115011	LOOMIS	ARMORED TRUCK SERVICE	GOLF ADMINISTRATION	155.68
	LOOMIS		UTILITY BILLING	194.60
	LOOMIS		POLICE ADMINISTRATION	389.20
	LOOMIS		MUNICIPAL COURTS	389.20
115012	LOWES HIW INC	CEILING FANS	GMA-PARKS	381.33
115013	MARYSVILLE AWARDS	ENGRAVING	EXECUTIVE ADMIN	22.69
115014	MARYSVILLE FIRE	CPR CLASS	EXECUTIVE ADMIN	52.20
115015	MARYSVILLE FORD	BRAKE PAD SET	ER&R	119.97
115016	MARYSVILLE PRINTING	DOOR HANGERS	SOLID WASTE OPERATIONS	249.84
115017	MARYSVILLE, CITY OF	UTILITY SERVICE-5300 SUNNYSIDE	SEWER LIFT STATION	56.13
	MARYSVILLE, CITY OF	UTILITY SERVICE-6915 ARMAR RD	PARK & RECREATION FAC	127.65
	MARYSVILLE, CITY OF		PARK & RECREATION FAC	142.95
	MARYSVILLE, CITY OF		PARK & RECREATION FAC	263.28
	MARYSVILLE, CITY OF	UTILITY SERVICE-5315 64TH ST N	PARK & RECREATION FAC	270.54
	MARYSVILLE, CITY OF	UTILITY SERVICE-6915 ARMAR RD	PARK & RECREATION FAC	2,292.47
	MARYSVILLE, CITY OF		PARK & RECREATION FAC	2,694.99
115018	MCLOUGHLIN & EARDLEY	AMBER LED LIGHTBAR	ER&R	1,602.91
115019	MCNAIR, BARBARA	UB 011250000000 8724 44TH DR N	WATER/SEWER OPERATION	48.57
115020	MGHS PTSA	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
115021	MIZELL, TARA	REIMBURSE OPERA HOUSE SUPPLIES	OPERA HOUSE	52.30
115022	MOBILEGUARD, INC.	TEXT MESSAGING ARCHIVING	COMMUNITY SERVICES UNIT	6.55
	MOBILEGUARD, INC.		RECREATION SERVICES	6.55
	MOBILEGUARD, INC.		OFFICE OPERATIONS	13.10
	MOBILEGUARD, INC.		PROPERTY TASK FORCE	13.10
	MOBILEGUARD, INC.		GENERAL SERVICES - OVERH	13.10
	MOBILEGUARD, INC.		SOLID WASTE OPERATIONS	13.10
	MOBILEGUARD, INC.		FACILITY MAINTENANCE	13.10
	MOBILEGUARD, INC.		LEGAL - PROSECUTION	19.65
	MOBILEGUARD, INC.		PARK & RECREATION FAC	19.65
	MOBILEGUARD, INC.		EXECUTIVE ADMIN	26.20
	MOBILEGUARD, INC.		YOUTH SERVICES	26.20
	MOBILEGUARD, INC.		STORM DRAINAGE	32.75
	MOBILEGUARD, INC.		POLICE INVESTIGATION	45.85
	MOBILEGUARD, INC.		WASTE WATER TREATMENT F	45.85
	MOBILEGUARD, INC.		DETENTION & CORRECTION	72.05
	MOBILEGUARD, INC.		UTIL ADMIN	72.05
	MOBILEGUARD, INC.		COMPUTER SERVICES	88.35
	MOBILEGUARD, INC.		POLICE ADMINISTRATION	91.70
	MOBILEGUARD, INC.		POLICE PATROL	275.10
115023	MOTOR TRUCKS	STOP LIGHT AIR SWITCH	EQUIPMENT RENTAL	53.31
	MOTOR TRUCKS	AIR FILTERS	ER&R	151.97
115024	NATIONAL BARRICADE	ALUMIINUM SIGNS	STORM DRAINAGE	269.20
115025	NATIONSTAR MORTGAGE	UB 656413000000 6413 107TH PL	WATER/SEWER OPERATION	36.39
115026	NEHRING, JON	REIMBURSE ROTARY DUES	NON-DEPARTMENTAL	457.00
115027	NORTH COAST ELECTRIC	WATERLIGHT LIMIT SWITCH	WASTE WATER TREATMENT F	452.50
	NORTH COAST ELECTRIC	ALLEN-BRADLEY ANNUAL SUPPORT	WATER QUAL TREATMENT	2,756.17
	NORTH COAST ELECTRIC		WASTE WATER TREATMENT F	2,756.17
	NORTH COAST ELECTRIC		WATER RESERVOIRS	2,839.70
115028	NORTH SOUND HOSE	HOSES	WASTE WATER TREATMENT F	1,216.01
115029	NORTHWEST CORROSION	CATHODIC PROTECTION TESTING	WATER RESERVOIRS	500.00
	NORTHWEST CORROSION		WATER SUPPLY MAINS	1,500.00
115030	NURNBERG SCIENTIFIC	BUFFERS	WATER QUAL TREATMENT	57.60
	NURNBERG SCIENTIFIC		WATER QUAL TREATMENT	99.60
115031	OBOM CONSTRUCTION	PW REMODEL WORK	MAINT OF GENL PLANT	927.35
	OBOM CONSTRUCTION		SOLID WASTE OPERATIONS	927.35
115032	ODELL, MICHAEL W.	APPRAISAL SERVICE-2017 TREASUR	COMMUNITY CENTER	180.00
115033	OFFICE DEPOT	OFFICE SUPPLIES	ROADWAY MAINTENANCE	11.34
	OFFICE DEPOT		GENERAL SERVICES - OVERH	12.75
	OFFICE DEPOT		PURCHASING/CENTRAL STOF	14.99
	OFFICE DEPOT		ENGR-GENL	18.53
	OFFICE DEPOT		UTIL ADMIN	18.54

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115033	OFFICE DEPOT	OFFICE SUPPLIES	GENERAL SERVICES - OVERH	30.54
	OFFICE DEPOT		CITY CLERK	32.73
	OFFICE DEPOT		UTIL ADMIN	52.33
	OFFICE DEPOT		ENGR-GENL	52.33
	OFFICE DEPOT		UTIL ADMIN	80.85
	OFFICE DEPOT		UTIL ADMIN	118.91
	OFFICE DEPOT		COMMUNITY DEVELOPMENT-	166.87
	OFFICE DEPOT		FINANCE-GENL	328.83
115034	PACIFIC POWER BATTER	BATTERIES	CITY HALL	6.42
	PACIFIC POWER BATTER		MAINT OF GENL PLANT	12.44
	PACIFIC POWER BATTER		WATER RESERVOIRS	137.86
	PACIFIC POWER BATTER		ER&R	286.19
115035	PARTS STORE, THE	HOSE	EQUIPMENT RENTAL	3.43
	PARTS STORE, THE	THERMOSTATS	EQUIPMENT RENTAL	6.09
	PARTS STORE, THE	GASKETS	EQUIPMENT RENTAL	7.26
	PARTS STORE, THE	SENDER	EQUIPMENT RENTAL	11.95
	PARTS STORE, THE	BUSHING KIT AND HINGE PIN	EQUIPMENT RENTAL	13.77
	PARTS STORE, THE	SPARK PLUG	EQUIPMENT RENTAL	18.54
	PARTS STORE, THE	BELT	EQUIPMENT RENTAL	28.54
	PARTS STORE, THE		EQUIPMENT RENTAL	32.52
	PARTS STORE, THE	FILTERS AND OIL	SMALL ENGINE SHOP	44.05
	PARTS STORE, THE	PULLEY AND BELT	EQUIPMENT RENTAL	53.55
	PARTS STORE, THE	SEALANT	ER&R	61.05
	PARTS STORE, THE	BRAKE CYLINDER	EQUIPMENT RENTAL	95.62
	PARTS STORE, THE	FILTERS	ER&R	100.66
	PARTS STORE, THE	PAINT	SOLID WASTE OPERATIONS	123.52
	PARTS STORE, THE	SEALANT	ER&R	183.16
	PARTS STORE, THE	FILTERS AND TARPS	ER&R	226.35
	PARTS STORE, THE	FILTERS AND WIPER BLADES	ER&R	253.83
	PARTS STORE, THE	FILTERS AND WW FLUID	ER&R	582.76
115036	PENTAIR VALVES	REPAIR ACTUATOR STEM UNITS	WASTE WATER TREATMENT F	4,942.88
115037	PEREIRA, BIRCH	ENTERTAINMENT 3/16/17	OPERA HOUSE	300.00
115038	PETTY CASH- PARKS	SPECIAL EVENT SUPPLIES	OPERA HOUSE	10.00
	PETTY CASH- PARKS		OPERA HOUSE	18.36
	PETTY CASH- PARKS		RECREATION SERVICES	57.81
115039	PGC INTERBAY LLC	PROFESSIONAL SERVICES	PRO-SHOP	25.00
	PGC INTERBAY LLC		PRO-SHOP	26.61
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	49.26
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	MAINTENANCE	58.86
	PGC INTERBAY LLC		MAINTENANCE	61.63
	PGC INTERBAY LLC		PRO-SHOP	61.68
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	MAINTENANCE	67.38
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	PRO-SHOP	70.83
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	72.46
	PGC INTERBAY LLC		MAINTENANCE	92.12
	PGC INTERBAY LLC		MAINTENANCE	97.83
	PGC INTERBAY LLC		PRO-SHOP	106.10
	PGC INTERBAY LLC		MAINTENANCE	108.78
	PGC INTERBAY LLC		PRO-SHOP	114.77
	PGC INTERBAY LLC		MAINTENANCE	114.78
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	PRO-SHOP	226.00
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	252.66
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	PRO-SHOP	321.49
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	326.11
	PGC INTERBAY LLC		MAINTENANCE	471.50
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	MAINTENANCE	476.03
	PGC INTERBAY LLC		PRO-SHOP	476.06
	PGC INTERBAY LLC		MAINTENANCE	672.86
	PGC INTERBAY LLC		MAINTENANCE	699.60
	PGC INTERBAY LLC		GOLF COURSE	737.30
	PGC INTERBAY LLC		MAINTENANCE	750.00

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115039	PGC INTERBAY LLC	PROFESSIONAL SERVICES	MAINTENANCE	1,170.95
	PGC INTERBAY LLC		MAINTENANCE	1,636.17
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	4,485.99
	PGC INTERBAY LLC		MAINTENANCE	6,180.27
115040	PILCHUCK RENTALS	WEEDEATERS, BACKPACK BLOWERS A	PARK & RECREATION FAC	3,708.99
115041	PLATT ELECTRIC	HARDWARE	WATER RESERVOIRS	84.28
	PLATT ELECTRIC	SENSORS	STREET LIGHTING	92.41
	PLATT ELECTRIC	SMALL TOOLS	FACILITY MAINTENANCE	101.99
	PLATT ELECTRIC	MED SURGES	WASTE WATER TREATMENT F	338.85
115042	POWERS, JAMES & PHYL	UB 131311010001 11727 47TH AVE	WATER/SEWER OPERATION	243.08
115043	PREMIER GOLF CENTERS	MANAGEMENT SERVICES-GOLF COURS	GOLF ADMINISTRATION	8,249.76
115044	PUD	ACCT #2051-3624-5	SEWER LIFT STATION	14.79
	PUD	ACCT #2211-0009-2	WATER MAINS INSTALL	17.81
	PUD	ACCT #2024-9948-9	COMMUNITY EVENTS	19.72
	PUD	ACCT #2016-6804-3	PARK & RECREATION FAC	20.64
	PUD	ACCT #2035-6975-1	STORM DRAINAGE	23.85
	PUD	ACCT #2024-7643-8	SEWER LIFT STATION	25.60
	PUD	ACCT #2016-7213-6	SEWER LIFT STATION	29.40
	PUD	ACCT #2016-1018-5	TRANSPORTATION MANAGEM	30.07
	PUD	ACCT #2026-9433-7	TRANSPORTATION MANAGEM	32.44
	PUD	ACCT #2031-9973-2	TRANSPORTATION MANAGEM	38.73
	PUD	ACCT #2021-4048-9	TRANSPORTATION MANAGEM	43.72
	PUD	ACCT #2016-7089-0	TRANSPORTATION MANAGEM	44.46
	PUD	ACCT #2010-6528-1	PARK & RECREATION FAC	44.63
	PUD	ACCT #2030-0516-0	STREET LIGHTING	47.65
	PUD	ACCT #2005-7184-2	TRANSPORTATION MANAGEM	61.86
	PUD	ACCT #2023-6854-4	TRANSPORTATION MANAGEM	62.96
	PUD	ACCT #2021-7595-6	TRAFFIC CONTROL DEVICES	63.14
	PUD	ACCT #2035-1961-6	NON-DEPARTMENTAL	63.42
	PUD	ACCT #2000-8403-6	TRANSPORTATION MANAGEM	83.98
	PUD	ACCT #2207-6117-5	OPERA HOUSE	157.17
	PUD	ACCT #2211-9254-5	GMA - STREET	163.48
	PUD	ACCT #2007-9006-1	PARK & RECREATION FAC	209.36
	PUD	ACCT #2048-2122-7	TRAFFIC CONTROL DEVICES	209.87
	PUD	ACCT #2012-2506-7	PARK & RECREATION FAC	222.92
	PUD	ACCT #2054-1976-5	PUBLIC SAFETY BLDG	225.17
	PUD	ACCT #2207-6180-7	OPERA HOUSE	240.88
	PUD	ACCT #2032-2345-8	PARK & RECREATION FAC	303.75
	PUD	ACCT #2000-7044-9	TRANSPORTATION MANAGEM	368.01
	PUD	ACCT #2023-0972-0	TRAFFIC CONTROL DEVICES	410.70
	PUD	ACCT #2006-2538-2	SEWER LIFT STATION	445.93
	PUD	ACCT #2020-0351-3	PUMPING PLANT	501.40
	PUD	ACCT # 2208-2414-8	WASTE WATER TREATMENT F	540.63
	PUD	ACCT #2010-2160-7	PARK & RECREATION FAC	561.15
	PUD	ACCT #2004-7954-1	COMMUNITY CENTER	600.98
	PUD	ACCT #2005-8648-5	SEWER LIFT STATION	795.71
	PUD	ACCT #2014-6303-1	PUBLIC SAFETY BLDG	3,296.64
115045	PUGET SOUND CLEAN	2017 CLEAN AIR ASSESSMENT	NON-DEPARTMENTAL	40,887.00
115046	PUGET SOUND SECURITY	KEYS MADE AND RINGS	ROADWAY MAINTENANCE	14.95
115047	PYLE, WILLIAM	UB 53035000000 17704 36TH DR	WATER/SEWER OPERATION	26.21
115048	QUADRA CEILING	TILES AND INSTALLATION	SOLID WASTE OPERATIONS	2,198.36
	QUADRA CEILING		MAINT OF GENL PLANT	2,198.37
115049	RH2 ENGINEERING INC	PROFESSIONAL SERVICES	WATER CAPITAL PROJECTS	5,147.22
115050	RICHARDSON, JUSTIN	UB 988268420000 8268 42ND PL N	WATER/SEWER OPERATION	62.23
115051	ROBINSON, CHERYL	UB 984102820000 4102 82ND AVE	WATER/SEWER OPERATION	35.51
115052	ROBINSON, MIKE	REIMBURSE MARKER TAPE EXPENSE	PARK & RECREATION FAC	28.36
115053	ROMAINE ELECTRIC	STARTER	EQUIPMENT RENTAL	84.55
	ROMAINE ELECTRIC	ALTERNATOR	EQUIPMENT RENTAL	109.05
	ROMAINE ELECTRIC		EQUIPMENT RENTAL	160.65
	ROMAINE ELECTRIC		EQUIPMENT RENTAL	205.11
	ROMAINE ELECTRIC	STARTER	EQUIPMENT RENTAL	218.15

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115054	ROY ROBINSON	BRAKE PAD SETS	ER&R	258.35
115055	RUSCH, DANIELLE	REIMBURSE UNIFORM EXPENSE	POLICE PATROL	67.50
115056	SAFEWAY INC. SAFEWAY INC.	MEETING SUPPLIES	EXECUTIVE ADMIN EXECUTIVE ADMIN	22.98 34.36
115057	SCIENTIFIC SUPPLY SCIENTIFIC SUPPLY	THERMOMETER BOD NUMBERED BOTTLES	WASTE WATER TREATMENT F WASTE WATER TREATMENT F	100.58 523.80
115058	SHERWIN WILLIAMS SHERWIN WILLIAMS SHERWIN WILLIAMS SHERWIN WILLIAMS	PAINT	DETENTION & CORRECTION DETENTION & CORRECTION DETENTION & CORRECTION DETENTION & CORRECTION	33.68 50.34 263.12 565.35
115059	SHRED-IT US SHRED-IT US	MONTHLY SHREDDING SERVICE	LEGAL - PROSECUTION EXECUTIVE ADMIN	11.19 11.20
115060	SHRUM, ARLYN & DONEL	UB 980731700000 7317 35TH ST N	WATER/SEWER OPERATION	194.57
115061	SISKUN POWER EQUIPME	SPRINGS	ROADSIDE VEGETATION	3.95
115062	SMITH, JAMES & BETTY	UB 233250040000 5027 110TH ST	WATER/SEWER OPERATION	214.45
115063	SMITH, RICHARD	TRAINING EDUCATION	POLICE TRAINING-FIREARMS	1,020.00
115064	SMITH, THOMAS & SHEL	UB 042730000000 9416 61ST DR N	WATER/SEWER OPERATION	92.02
115065	SNO CO PUBLIC WORKS SNO CO PUBLIC WORKS	SOLID WASTE CHARGES	WASTE WATER TREATMENT F SOLID WASTE OPERATIONS	167.00 151,385.00
115066	SOUND PUBLISHING	LEGAL ADS	GMA - STREET	79.02
115067	SOUND PUBLISHING	EMPLOYMENT AD	PURCHASING/CENTRAL STOF	355.25
115068	SOUND SAFETY SOUND SAFETY SOUND SAFETY SOUND SAFETY SOUND SAFETY	GLOVES JEANS-GUENZLER JEANS-SCOTT GLOVES SWEATHSHIRTS	ER&R UTIL ADMIN EQUIPMENT RENTAL ER&R ER&R	100.55 156.16 176.09 231.73 422.49
115069	SOUTHERN COMPUTER	SURFACE	LEGAL-GENL	1,366.35
115070	SPRINGBROOK NURSERY	TOPSOIL	ROADSIDE VEGETATION	17.23
115071	STADDON-PEREIRA, ION	UB 766126860000 6126 86TH AVE	WATER/SEWER OPERATION	20.27
115072	STAPLES STAPLES STAPLES	OFFICE SUPPLIES	ROADWAY MAINTENANCE UTIL ADMIN UTIL ADMIN	11.01 22.59 25.08
115073	STERLING RENTALS	OPERA HOUSE LEASE PAYMENT	OPERA HOUSE	5,105.00
115074	STODDARD, JULIE D	UB 420750075000 16614 40TH AVE	WATER/SEWER OPERATION	21.71
115075	STORMO, VANESSA	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
115076	SUMMIT LAW GROUP	GENERAL LABOR	PERSONNEL ADMINISTRATIO	737.50
115077	SUPPLYWORKS	DEGREASER	ER&R	160.49
115078	SWANK MOTION PICTURE	MOVIE AT OPERA HOUSE	OPERA HOUSE	120.00
115079	TEMPLETON, DAVID	APPRAISER-2017 TREASURE TROVE	COMMUNITY CENTER	180.00
115080	THARP & CO	UB 758517000000 8517 81ST DR N	GARBAGE	56.35
115081	TIDWELL, MIKE & JANA	UB 761301295401 7616 82ND AVE	WATER/SEWER OPERATION	21.47
115082	TUCKER, STEPHANIE	UB 757424480000 7424 48TH ST N	WATER/SEWER OPERATION	213.62
115083	TULALIP CHAMBER	BOARD OF DIRECTORS RETREAT	EXECUTIVE ADMIN	35.00
115084	TYLER BUSINESS FORMS TYLER BUSINESS FORMS	PR & AP CHECK STOCK	GENERAL FUND FINANCE-GENL	-60.30 722.99
115085	UNIVERSITY,WA STATE UNIVERSITY,WA STATE	SALES TAX ADJUSTMENT WA PESTICIDES LAWS & ROW VEGET	UTIL ADMIN UTIL ADMIN	0.17 64.74
115086	US MOWER	FRONT CAM ROLLER SWITCH	EQUIPMENT RENTAL	40.93
115087	USA BLUEBOOK	HACH SAMPLES, GASKETS AND BUFF	WATER RESERVOIRS	741.60
115088	VANWINKLE, ROY	UB 249997100001 5610 101ST PL	WATER/SEWER OPERATION	130.53
115089	VANWINKLE, ROY	UB 849000655011 6103 GROVE ST	WATER/SEWER OPERATION	295.70
115090	WASHINGTON STATE UNV	2017 VEHICLE MAINT MNGMT CONFE	EQUIPMENT RENTAL	990.00
115091	WASHINGTON TRACTOR	REPAIR PARTS #H007	SMALL ENGINE SHOP	192.73
115092	WAVEDIVISION HOLDING WAVEDIVISION HOLDING	I-NET LEASE	CENTRAL SERVICES CENTRAL SERVICES	537.68 537.68
115093	WESTERN PETERBILT WESTERN PETERBILT	ROCKER SWITCH AXLE LOCK ROCKER SWITCH	EQUIPMENT RENTAL EQUIPMENT RENTAL	77.59 148.67
115094	WESTERN SYSTEMS	COUNTDOWN RED DISPLAYS	TRANSPORTATION MANAGEM	665.55
115095	WFOA	WFOA MEMBERSHIP-SALYER	UTIL ADMIN	50.00
115096	WHISTLE WORKWEAR WHISTLE WORKWEAR	BOOTS-POTTER JEANS & BOOTS-ROSE	GENERAL SERVICES - OVERF SOLID WASTE OPERATIONS	200.00 229.93

DATE: 3/1/2017  
TIME: 10:55:41AM

**CITY OF MARYSVILLE**  
**INVOICE LIST**  
**FOR INVOICES FROM 2/23/2017 TO 3/1/2017**

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<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115097	WHITE CAP CONSTRUCT	ICE MELT	SNOW & ICE CONTROL	172.69
	WHITE CAP CONSTRUCT		SNOW & ICE CONTROL	215.85
115098	ZIONS BANK	CUSTODIAN/SAFEKEEPING FEES	FINANCE-GENL	735.00
WARRANT TOTAL:				<u><b>504,214.17</b></u>

REASON FOR VOIDS:  
UNCLAIMED PROPERTY  
INITIATOR ERROR  
WRONG VENDOR  
CHECK LOST/DAMAGED IN MAIL

# *Index #3*

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

AGENDA ITEM: Claims	AGENDA SECTION:	
PREPARED BY: Sandy Langdon, Finance Director	AGENDA NUMBER:	
ATTACHMENTS: Claims Listings	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

Please see attached.

**RECOMMENDED ACTION:**

**The Finance and Executive Departments recommend City Council approve the March 8, 2017 claims in the amount of \$1,182,093.70 paid by EFT transactions and Check No. 115099 through 115315 with Check No.'s 114661, 114810 & 114995 voided.**

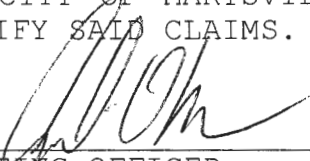
**COUNCIL ACTION:**



BLANKET CERTIFICATION

**CLAIMS**  
FOR  
**PERIOD-3**

I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE **CLAIMS** IN THE AMOUNT OF **\$1,182,093.70 PAID BY EFT TRANSACTIONS AND CHECK NO.'S 115099 THROUGH 115315 WITH CHECK NO.'S 114661, 114810 & 114995 VOIDED** ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF MARYSVILLE, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND TO CERTIFY SAID CLAIMS.



\_\_\_\_\_  
AUDITING OFFICER

3-13-17  
\_\_\_\_\_  
DATE

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
DATE

WE, THE UNDERSIGNED COUNCIL MEMBERS OF MARYSVILLE, WASHINGTON DO HEREBY APPROVE FOR PAYMENT THE ABOVE MENTIONED **CLAIMS** ON THIS **27<sup>th</sup> DAY OF MARCH 2017.**

\_\_\_\_\_  
COUNCIL MEMBER

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COUNCIL MEMBER

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COUNCIL MEMBER

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COUNCIL MEMBER

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115099	LICENSING, DEPT OF	CPL ACH BATCH 3/3/17	GENERAL FUND	414.00
115100	LICENSING, DEPT OF		GENERAL FUND	258.00
115101	LICENSING, DEPT OF		GENERAL FUND	201.00
115102	LICENSING, DEPT OF		GENERAL FUND	348.00
115103	LICENSING, DEPT OF		GENERAL FUND	564.00
115104	ABOUD,MOUSSA & HANDA	UTILITY TAX REBATE	NON-DEPARTMENTAL	61.43
115105	ACCESSDATA	SMS RENEWAL	POLICE INVESTIGATION	1,257.45
115106	ALTISOURCE SINGLE FA	UB 650260000000 6005 99TH PL N	WATER/SEWER OPERATION	36.38
115107	AMERICAN CLEANERS	DRY CLEANING	DETENTION & CORRECTION	25.86
	AMERICAN CLEANERS		OFFICE OPERATIONS	68.96
	AMERICAN CLEANERS		POLICE PATROL	80.19
	AMERICAN CLEANERS		POLICE INVESTIGATION	100.00
	AMERICAN CLEANERS		POLICE PATROL	100.00
	AMERICAN CLEANERS		DETENTION & CORRECTION	100.00
	AMERICAN CLEANERS		OFFICE OPERATIONS	100.00
	AMERICAN CLEANERS		POLICE ADMINISTRATION	134.56
	AMERICAN CLEANERS		POLICE ADMINISTRATION	156.45
115108	AMERICAN PLANNING	APA MEMBERSHIP DUES-HESS	COMMUNITY DEVELOPMENT-	263.00
115109	ANDERTON, MIKE	UTILITY TAX REBATE	NON-DEPARTMENTAL	49.67
115110	APSCO, INC.	SEALS	WASTE WATER TREATMENT F	2,245.32
	APSCO, INC.	SOPER HILL SPARE PUMP REPLACEM	WASTE WATER TREATMENT F	63,518.02
115111	ARAMARK UNIFORM	UNIFORM SERVICE	SMALL ENGINE SHOP	6.55
	ARAMARK UNIFORM	LINEN SERVICE	OPERA HOUSE	68.11
	ARAMARK UNIFORM	UNIFORM SERVICE	EQUIPMENT RENTAL	69.11
115112	ARIES, EVELYN	UTILITY TAX REBATE	NON-DEPARTMENTAL	28.51
115113	ARLINGTON HARDWARE	WORK BOOTS-KINNEY, PAUL	GENERAL SERVICES - OVERH	136.36
115114	ASSN OF WA CITIES	2014 & 2015 WORKERS COMP RETRO	PERSONNEL ADMINISTRATIO	63,279.00
115115	AW DIRECT	GAS CANS	STORM DRAINAGE	224.46
115116	BANKS, SUSAN GAYLE	INSTRUCTOR SERVICES	COMMUNITY CENTER	176.70
115117	BARRETT, DEBBIE	UTILITY TAX REBATE	NON-DEPARTMENTAL	12.69
	BARRETT, DEBBIE		UTIL ADMIN	40.00
	BARRETT, DEBBIE		UTIL ADMIN	189.64
115118	BAUMANN, ALEX	WITNESS FEES	MUNICIPAL COURTS	11.07
115119	BENHAM, EDWINA	UTILITY TAX REBATE	NON-DEPARTMENTAL	49.11
115120	BERGER, BETTY J.		NON-DEPARTMENTAL	48.72
115121	BETZ, MARILYN		NON-DEPARTMENTAL	77.14
115122	BJARNASON, LINDA	UB 751159244001 7905 55TH PL N	WATER/SEWER OPERATION	48.76
115123	BNSF RAILWAY COMPANY	REHUNG CROSSING GATE @ 8TH ST	TRAFFIC CONTROL DEVICES	210.45
115124	BOWER, DAVID	UTILITY TAX REBATE	NON-DEPARTMENTAL	28.77
115125	BRIGGS, ANNA		NON-DEPARTMENTAL	33.09
115126	BRITZMAN, BETTY		NON-DEPARTMENTAL	77.83
115127	BRONSON, FRANCES		NON-DEPARTMENTAL	67.47
115128	BROWN, EDDIE	REIMBURSE MEAL	UTIL ADMIN	10.99
115129	BURGESS,MARYKE	REIMBURSE SPECIAL EVENT EXPENS	RECREATION SERVICES	55.63
115130	BURNS FIRE PROTECT	ANNUAL CONFIDENCE TEST ON WET	WATER FILTRATION PLANT	218.20
115131	CAMPBELL, BARBARA	UTILITY TAX REBATE	NON-DEPARTMENTAL	70.55
115132	CAPITAL ONE COMMERC	SUPPLY REIMBURSEMENT	EXECUTIVE ADMIN	18.98
	CAPITAL ONE COMMERC		OPERA HOUSE	88.88
	CAPITAL ONE COMMERC		WATER DIST MAINS	253.02
115133	CARDWELL, IRATXE	INTERPRETER SERVICES	COURTS	100.00
115134	CARTER, SCOTT	UB 452160520001 5710 138TH PL	WATER/SEWER OPERATION	116.63
115135	CENTRAL WELDING SUPP	SHARP CONTAINERS	ER&R	102.77
	CENTRAL WELDING SUPP	PADLOCKS	ER&R	220.34
	CENTRAL WELDING SUPP	SHARP CONTAINERS	ER&R	274.06
	CENTRAL WELDING SUPP	SWEATSHIRTS	ER&R	549.86
	CENTRAL WELDING SUPP	PADLOCKS	ER&R	609.30
115136	CHAN,JAMES & KJAER,K	UTILITY TAX REBATE	NON-DEPARTMENTAL	28.32

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115136	CHAN,JAMES & KJAER,K	UTILITY TAX REBATE	UTIL ADMIN	40.00
	CHAN,JAMES & KJAER,K		UTIL ADMIN	149.10
115137	CHAVEZ, KAY		UTIL ADMIN	40.00
	CHAVEZ, KAY		NON-DEPARTMENTAL	42.78
	CHAVEZ, KAY		UTIL ADMIN	149.10
115138	CLEAN CRAWLS INC.	ATTIC WORK	GMA-PARKS	840.07
115139	CNR INC	CONFERENCE ROOM PHONE	UTIL ADMIN	977.42
115140	COMCAST	CABLE SERVICE-KBCC	BAXTER CENTER APPRE	51.95
115141	COOP SUPPLY	K-9 FOOD	K9 PROGRAM	84.00
	COOP SUPPLY		K9 PROGRAM	89.44
115142	COOPER, SHERRI	UTILITY TAX REBATE	NON-DEPARTMENTAL	68.69
115143	CRABTREE, ANDREA & L		NON-DEPARTMENTAL	18.22
115144	CRAFT, WILLIAM & LYN		NON-DEPARTMENTAL	70.80
115145	CRIMINAL JUSTICE	TRAINING	POLICE TRAINING-FIREARMS	6,082.00
115146	CRYSTAL SPRINGS	WATER COOLER RENTAL/BOTTLED WA	SOLID WASTE OPERATIONS	68.21
	CRYSTAL SPRINGS		WASTE WATER TREATMENT F	182.38
115147	CUNDY, FLORENCE	UTILITY TAX REBATE	UTIL ADMIN	40.00
	CUNDY, FLORENCE		NON-DEPARTMENTAL	45.69
	CUNDY, FLORENCE		UTIL ADMIN	149.10
115148	DAHLBERG,DENNIS&JUDY		NON-DEPARTMENTAL	84.64
115149	DIAMOND B CONSTRUCT	HVAC MAINTENANCE	SOURCE OF SUPPLY	113.83
	DIAMOND B CONSTRUCT		PARK & RECREATION FAC	238.39
	DIAMOND B CONSTRUCT		NON-DEPARTMENTAL	267.32
	DIAMOND B CONSTRUCT		MAINT OF GENL PLANT	289.96
	DIAMOND B CONSTRUCT		COMMUNITY CENTER	352.22
	DIAMOND B CONSTRUCT		WATER FILTRATION PLANT	720.35
	DIAMOND B CONSTRUCT		MAINTENANCE	788.15
	DIAMOND B CONSTRUCT		COURT FACILITIES	942.84
	DIAMOND B CONSTRUCT		UTIL ADMIN	958.94
	DIAMOND B CONSTRUCT		CITY HALL	1,017.86
	DIAMOND B CONSTRUCT		WASTE WATER TREATMENT F	1,205.57
	DIAMOND B CONSTRUCT		PUBLIC SAFETY BLDG	1,665.06
	DIAMOND B CONSTRUCT	REPAIR HEAT PUMP	PUBLIC SAFETY BLDG	3,569.13
115150	DICKISON, JOYCE	UTILITY TAX REBATE	NON-DEPARTMENTAL	74.89
115151	DICKS TOWING	TOWING EXPENSE-MP17-05403	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-05429	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-05736	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-05997	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-06121	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-06501	POLICE PATROL	43.64
115152	DIGITAL DOLPHIN SUPP	TONER	GENERAL FUND	-10.92
	DIGITAL DOLPHIN SUPP		POLICE ADMINISTRATION	130.86
115153	DISPLAY & COSTUME	DANCE SUPPLIES	COMMUNITY CENTER	30.69
115154	DMCMA	2017 SPRING REGIONAL TRAINING-	LEGAL - PROSECUTION	25.00
115155	E&E LUMBER	BIT	SEWER MAIN COLLECTION	12.03
	E&E LUMBER	SIGNS AND STAPLES	POLICE PATROL	14.03
	E&E LUMBER	SHIMS	PARK & RECREATION FAC	17.78
	E&E LUMBER	RAGS	PARK & RECREATION FAC	20.94
	E&E LUMBER	DOOR HANDLE	PARK & RECREATION FAC	33.50
	E&E LUMBER	FAUCET	PARK & RECREATION FAC	44.31
	E&E LUMBER	FLAGS AND RATCHET	PARK & RECREATION FAC	59.75
	E&E LUMBER	CORD, HOSE AND TAP	WASTE WATER TREATMENT F	60.52
	E&E LUMBER	LADDERS AND LIGHTS	PARK & RECREATION FAC	156.86
	E&E LUMBER	LUMBER AND HARDWARE	PARK & RECREATION FAC	199.42
	E&E LUMBER	BARN DOOR	PARK & RECREATION FAC	490.95
	E&E LUMBER	DOORS AND WINDOWS	GMA-PARKS	1,876.52
115156	ECONOMIC ALLIANCE	ECONOMIC FORECAST EVENT	FINANCE-GENL	35.00

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115156	ECONOMIC ALLIANCE	ECONOMIC FORECAST EVENT	COMMUNITY DEVELOPMENT-	35.00
	ECONOMIC ALLIANCE		PARK & RECREATION FAC	35.00
	ECONOMIC ALLIANCE		CITY COUNCIL	70.00
	ECONOMIC ALLIANCE		EXECUTIVE ADMIN	105.00
115157	EVANS, MICHAEL	REIMBURSE MEAL	UTIL ADMIN	14.91
115158	EVERETT, LEAH	REIMBURSE MEETING SUPPLIES	STORM DRAINAGE	60.85
115159	EWING IRRIGATION	SOFTBALL SUPPLIES	RECREATION SERVICES	542.65
115160	FELDMAN & LEE P.S.	PUBLIC DEFENDER	PUBLIC DEFENSE	42,000.00
115161	FERRELLGAS	PROPANE CHARGES	SOLID WASTE OPERATIONS	24.43
	FERRELLGAS		ROADWAY MAINTENANCE	24.44
	FERRELLGAS		TRAFFIC CONTROL DEVICES	24.44
	FERRELLGAS		WATER SERVICE INSTALL	24.44
115162	FLOYD, CHRIS	INSTRUCTOR SERVICES	RECREATION SERVICES	216.00
	FLOYD, CHRIS		RECREATION SERVICES	216.00
115163	FOREMOST PROMOTIONS	STICKERS AND BADGE STICKERS	GENERAL FUND	-25.54
	FOREMOST PROMOTIONS		CRIME PREVENTION	306.13
115164	FOUARD, WENDIE	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
115165	FRANZWA, KATHLEEN	UTILITY TAX REBATE	NON-DEPARTMENTAL	39.61
115166	FRED MEYER	PITCHERS	WASTE WATER TREATMENT F	35.38
115167	FRONTIER COMMUNICATI	LONG DISTANCE CHARGES	CRIME PREVENTION	0.03
	FRONTIER COMMUNICATI		SOLID WASTE CUSTOMER EX	0.03
	FRONTIER COMMUNICATI		GOLF ADMINISTRATION	0.06
	FRONTIER COMMUNICATI		YOUTH SERVICES	0.08
	FRONTIER COMMUNICATI		GENERAL SERVICES - OVERH	0.08
	FRONTIER COMMUNICATI		COMMUNITY SERVICES UNIT	0.14
	FRONTIER COMMUNICATI		PURCHASING/CENTRAL STOF	0.14
	FRONTIER COMMUNICATI		CITY CLERK	0.19
	FRONTIER COMMUNICATI		FACILITY MAINTENANCE	0.32
	FRONTIER COMMUNICATI		RECREATION SERVICES	0.51
	FRONTIER COMMUNICATI		STORM DRAINAGE	2.84
	FRONTIER COMMUNICATI		EQUIPMENT RENTAL	2.96
	FRONTIER COMMUNICATI		WATER QUAL TREATMENT	3.16
	FRONTIER COMMUNICATI		COMMUNITY CENTER	3.18
	FRONTIER COMMUNICATI		PROPERTY TASK FORCE	3.30
	FRONTIER COMMUNICATI		PERSONNEL ADMINISTRATION	3.44
	FRONTIER COMMUNICATI		WASTE WATER TREATMENT F	3.46
	FRONTIER COMMUNICATI		POLICE ADMINISTRATION	4.50
	FRONTIER COMMUNICATI		EXECUTIVE ADMIN	4.54
	FRONTIER COMMUNICATI		OFFICE OPERATIONS	5.38
	FRONTIER COMMUNICATI		FINANCE-GENL	7.00
	FRONTIER COMMUNICATI		LEGAL - PROSECUTION	7.88
	FRONTIER COMMUNICATI		COMPUTER SERVICES	8.59
	FRONTIER COMMUNICATI		UTILITY BILLING	8.92
	FRONTIER COMMUNICATI		ENGR-GENL	11.21
	FRONTIER COMMUNICATI		DETENTION & CORRECTION	11.41
	FRONTIER COMMUNICATI		UTIL ADMIN	11.49
	FRONTIER COMMUNICATI		POLICE PATROL	11.90
	FRONTIER COMMUNICATI		POLICE INVESTIGATION	12.55
	FRONTIER COMMUNICATI		PARK & RECREATION FAC	12.63
	FRONTIER COMMUNICATI		LEGAL-GENL	13.48
	FRONTIER COMMUNICATI		MUNICIPAL COURTS	16.19
	FRONTIER COMMUNICATI		COMMUNITY DEVELOPMENT-	31.12
115168	FRONTIER COMMUNICATI	PHONE CHARGES	POLICE ADMINISTRATION	43.94
	FRONTIER COMMUNICATI		ADMIN FACILITIES	43.94
	FRONTIER COMMUNICATI		COMMUNICATION CENTER	43.94
	FRONTIER COMMUNICATI		UTILITY BILLING	43.94
	FRONTIER COMMUNICATI		GENERAL SERVICES - OVERH	43.94

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115168	FRONTIER COMMUNICATI	PHONE CHARGES	GOLF ADMINISTRATION	43.94
	FRONTIER COMMUNICATI	ACCT #36065173190324995	TRAFFIC CONTROL DEVICES	52.02
	FRONTIER COMMUNICATI	ACCT #36065833580311025	POLICE PATROL	53.29
	FRONTIER COMMUNICATI	ACCT #36065770750721145	POLICE PATROL	53.46
	FRONTIER COMMUNICATI	ACCT #42539763250319985	PARK & RECREATION FAC	54.58
	FRONTIER COMMUNICATI	PHONE CHARGES	COMMUNITY DEVELOPMENT-	87.88
	FRONTIER COMMUNICATI		POLICE PATROL	87.88
	FRONTIER COMMUNICATI		DETENTION & CORRECTION	87.88
	FRONTIER COMMUNICATI		OFFICE OPERATIONS	87.88
	FRONTIER COMMUNICATI		COMMUNITY CENTER	87.88
	FRONTIER COMMUNICATI		GOLF ADMINISTRATION	87.88
	FRONTIER COMMUNICATI		WASTE WATER TREATMENT F	175.76
	FRONTIER COMMUNICATI		PARK & RECREATION FAC	219.67
	FRONTIER COMMUNICATI		UTIL ADMIN	300.88
115169	GALLS, LLC	UNIFORM CREDIT-NEGRON	POLICE PATROL	-141.54
	GALLS, LLC	NAME TAGS	POLICE ADMINISTRATION	56.59
	GALLS, LLC	UNIFORM-NEGRON	POLICE PATROL	141.54
	GALLS, LLC	FLASHLIGHTS	POLICE PATROL	162.56
115170	GLACKEN & ASSOCIATES	TRAINING (3)	POLICE TRAINING-FIREARMS	735.00
115171	GOVCONNECTION INC	PRINTER	FACILITY REPLACEMENT	455.65
	GOVCONNECTION INC	UPS BATTERY REPLACEMENTS	IS REPLACEMENT ACCOUNTS	523.41
	GOVCONNECTION INC	BARRACUDA RENEWAL	COMPUTER SERVICES	1,354.17
	GOVCONNECTION INC	CAMERA AND NETWORK	FACILITY REPLACEMENT	1,683.61
	GOVCONNECTION INC	NETWORK BRIDGE AND APC UPS BAT	FACILITY REPLACEMENT	1,713.58
115172	GRACE, VIRGINIA	UTILITY TAX REBATE	NON-DEPARTMENTAL	49.97
115173	GRAY AND OSBORNE	PROFESSIONAL SERVICES	STORM DRAINAGE	385.62
	GRAY AND OSBORNE		SURFACE WATER CAPITAL PF	1,336.72
115174	GREENHAUS PORTABLE	PORTABLE SERVICE	PARK & RECREATION FAC	685.00
115175	GRIFFEN, CHRIS	PUBLIC DEFENDER	PUBLIC DEFENSE	300.00
115176	GUIDANCE SOFTWARE	SOFTWARE RENEWAL	POLICE INVESTIGATION	677.62
115177	HAGGEN INC.	MEETING SUPPLIES	EXECUTIVE ADMIN	130.90
115178	HARTER, GLORIA	UTILITY TAX REBATE	NON-DEPARTMENTAL	12.48
	HARTER, GLORIA		UTIL ADMIN	40.00
	HARTER, GLORIA		UTIL ADMIN	149.10
115179	HIRSCH, GARY & TAMMY	UB 051230000002 5308 89TH ST N	WATER/SEWER OPERATION	96.51
115180	HOHNER, CONCORDIA	UTILITY TAX REBATE	NON-DEPARTMENTAL	33.98
115181	HUGHLEY, DONALD		NON-DEPARTMENTAL	53.47
115182	HUNTER,PATRICIA F.		NON-DEPARTMENTAL	57.05
115183	HYATT, JAMES		NON-DEPARTMENTAL	33.59
115184	HYLARIDES, LETTIE	INTERPRETER SERVICES	COURTS	112.50
	HYLARIDES, LETTIE		COURTS	112.50
	HYLARIDES, LETTIE		COURTS	162.50
115185	INSLEE,BEST,DOEZIE	INVESTIGATION	PERSONNEL ADMINISTRATIO	7,968.34
115186	IVERSON, RON	UB 010521500001 8204 43RD AVE	WATER/SEWER OPERATION	70.10
115187	IVERSON, RON	UB 010522000003 8204 43RD AVE	WATER/SEWER OPERATION	232.95
115188	JACOBSON, SUSAN	WITNESS FEES	MUNICIPAL COURTS	15.35
115189	JACQUOT, ALYSIA	RENTAL DEPOSIT REFUND	GENERAL FUND	250.00
115190	JAEGER, HENRY	UTILITY TAX REBATE	NON-DEPARTMENTAL	72.51
115191	JOHNSON, ELIZABETH		NON-DEPARTMENTAL	56.04
115192	JOHNSON, MARGARET		NON-DEPARTMENTAL	38.61
115193	KEEFE, RYAN M	REIMBURSE MEAL	UTIL ADMIN	15.00
115194	KELLY, LANNY	UTILITY TAX REBATE	NON-DEPARTMENTAL	50.77
115195	KENWORTH NORTHWEST	RESISTOR	EQUIPMENT RENTAL	14.50
	KENWORTH NORTHWEST	FAN MOTOR AND WHEEL	EQUIPMENT RENTAL	144.53
115196	KINGSFORD, ANDREA	REIMBURSE SPECIAL EVENT SUPPLY	GENERAL FUND	-4.55
	KINGSFORD, ANDREA		OPERA HOUSE	54.54
115197	KNEPP, INESE	UTILITY TAX REBATE	NON-DEPARTMENTAL	31.97

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115198	KUNG FU 4 KIDS	INSTRUCTOR SERVICES	RECREATION SERVICES	416.50
	KUNG FU 4 KIDS		RECREATION SERVICES	1,832.60
115199	KUPRIYANOVA, SVETLAN	INTERPRETER SERVICES	COURTS	150.00
115200	LA POLICE GEAR, INC.	SCENE LIGHTS	GENERAL FUND	-105.56
	LA POLICE GEAR, INC.		POLICE PATROL	1,265.54
115201	LAKWOOD SCHOOL DIST	FACILITY USEAGE-LAKEWOOD	RECREATION SERVICES	163.72
115202	LAMPTON, KATHLEEN	UTILITY TAX REBATE	NON-DEPARTMENTAL	47.22
115203	LANGUAGE LINE	INTERPRETER SERVICES	POLICE INVESTIGATION	27.43
115204	LASTING IMPRESSIONS	UNIFORM	OFFICE OPERATIONS	252.40
115205	LAWRENSON, BRANDON	PER DIEM 3/30-3/31	POLICE PATROL	111.00
115206	LEWIS, BRUCE & KATHR	UB 810900000000 6410 50TH DR N	WATER/SEWER OPERATION	30.73
115207	LONGFIELD, AUTUMN	UTILITY TAX REBATE	NON-DEPARTMENTAL	57.43
115208	LOVE, PATRICIA GAIL		NON-DEPARTMENTAL	82.43
115209	LOWES HIW INC	INSULATION	MAINT OF GENL PLANT	46.62
	LOWES HIW INC		SOLID WASTE OPERATIONS	46.62
	LOWES HIW INC	SINK AND VANITY	PARK & RECREATION FAC	144.07
115210	MACAULAY, DEBORAH	UTILITY TAX REBATE	NON-DEPARTMENTAL	43.69
115211	MARKS GUTTERS INC	GUTTER REPLACEMENT	PARK & RECREATION FAC	365.48
115212	MARSH, KATHERINE	UTILITY TAX REBATE	NON-DEPARTMENTAL	66.89
115213	MARTINEZ, SHANNON	DANCE REFUND	PARKS-RECREATION	35.00
115214	MARYSVILLE AWARDS	NAME PLATE	LEGAL - PROSECUTION	21.82
	MARYSVILLE AWARDS	PLAQUE	CRIME PREVENTION	96.07
115215	MARYSVILLE FIRE DIST	FIRE CONTROL/EMERGENCY AID SER	FIRE-EMS	207,936.84
	MARYSVILLE FIRE DIST		FIRE-GENL	633,030.46
115216	MARYSVILLE PRINTING	PROBATION FORMS	PROBATION	105.91
	MARYSVILLE PRINTING	TAGS	POLICE PATROL	381.96
115217	MARYSVILLE SCHOOL	FACILITY USEAGE-TMS	RECREATION SERVICES	60.00
	MARYSVILLE SCHOOL		RECREATION SERVICES	84.00
115218	MARYSVILLE, CITY OF	UTILITY SERVICE-7115 GROVE ST	GOLF ADMINISTRATION	266.91
	MARYSVILLE, CITY OF	UTILITY SERVICE-7007 GROVE ST	GOLF ADMINISTRATION	1,063.02
115219	MASON, DEXTER	UTILITY TAX REBATE	NON-DEPARTMENTAL	34.10
115220	MASSEY, ROBERT		NON-DEPARTMENTAL	63.44
115221	MECHLING, MONTY	REIMBURSE MEALS	TRAINING	30.00
115222	METCALF, SHELLEY	INSTRUCTOR SERVICES	RECREATION SERVICES	1,161.28
	METCALF, SHELLEY		RECREATION SERVICES	1,161.28
115223	MISQUEZ, SAMUEL & SA	UTILITY TAX REBATE	NON-DEPARTMENTAL	85.55
115224	MIZELL, TARA	REIMBURSE SPECIAL EVENT/OPERA	OPERA HOUSE	37.10
	MIZELL, TARA		COMMUNITY CENTER	103.46
115225	MOHISWARNATH, DURJOD	UB 840100550002 6608 79TH DR N	WATER/SEWER OPERATION	42.96
115226	MOSBRUCKER, RAY	UB 821986000001 7018 61ST DR N	GARBAGE	95.53
115227	MOYER, SHARON	UTILITY TAX REBATE	UTIL ADMIN	40.00
	MOYER, SHARON		NON-DEPARTMENTAL	73.24
	MOYER, SHARON		UTIL ADMIN	149.10
115228	MYERS, ELIJAH	WITNESS FEES	MUNICIPAL COURTS	10.00
115229	NELSON, CHRISTINA	UTILITY TAX REBATE	NON-DEPARTMENTAL	13.16
115230	NELSON, ELTON		NON-DEPARTMENTAL	39.04
115231	NEWMAN, CAROL		UTIL ADMIN	40.00
	NEWMAN, CAROL		NON-DEPARTMENTAL	45.04
	NEWMAN, CAROL		UTIL ADMIN	149.10
115232	NICE, MELBA	UB 245749122000 5749 122ND PL	WATER/SEWER OPERATION	152.85
115233	NICKERSON, TAGE & TE	UB 987924320000 7924 32ND PL N	WATER/SEWER OPERATION	14.37
115234	NICLAI, PATRICIA L	UB 110440000000 4504 94TH PL N	WATER/SEWER OPERATION	2,036.93
115235	NIELSEN, SHANNON & R	UB 281500112201 5618 124TH PL	WATER/SEWER OPERATION	114.35
115236	NORTHWEST FRAUD INV	2017 CONFERENCE-TOLBERT	POLICE TRAINING-FIREARMS	115.00
115237	NORTHWEST POLYGRAPH	SUMMER CONFERENCE-KING	POLICE TRAINING-FIREARMS	300.00
115238	NUNNALLY, NORM	UB 600650000000 2530 140TH ST	WATER/SEWER OPERATION	267.28
115239	NYBLD, LOUISE	UTILITY TAX REBATE	NON-DEPARTMENTAL	46.56

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115240	NYITRAY, SANDRA	INSTRUCTOR SERVICES	COMMUNITY CENTER	18.00
115241	OFFICE DEPOT	OFFICE SUPPLIES	POLICE INVESTIGATION	19.16
	OFFICE DEPOT		POLICE INVESTIGATION	25.18
	OFFICE DEPOT		EXECUTIVE ADMIN	40.59
	OFFICE DEPOT		CITY CLERK	44.12
	OFFICE DEPOT		FINANCE-GENL	44.55
	OFFICE DEPOT		CITY CLERK	55.18
	OFFICE DEPOT	KEYBOARDS	OFFICE OPERATIONS	58.80
	OFFICE DEPOT	OFFICE SUPPLIES	EXECUTIVE ADMIN	65.29
	OFFICE DEPOT		POLICE ADMINISTRATION	80.49
	OFFICE DEPOT		POLICE PATROL	87.76
	OFFICE DEPOT	KEYBOARDS	OFFICE OPERATIONS	107.22
	OFFICE DEPOT	OFFICE SUPPLIES	POLICE INVESTIGATION	114.39
	OFFICE DEPOT		OFFICE OPERATIONS	124.60
	OFFICE DEPOT		POLICE PATROL	136.75
	OFFICE DEPOT	HEATER	POLICE ADMINISTRATION	148.37
	OFFICE DEPOT	OFFICE SUPPLIES	LEGAL - PROSECUTION	332.53
	OFFICE DEPOT		COMMUNITY SERVICES UNIT	332.67
	OFFICE DEPOT	CHAIRS	COMMUNITY SERVICES UNIT	736.39
115242	OHARA, ARDIS	UTILITY TAX REBATE	NON-DEPARTMENTAL	33.82
	OHARA, ARDIS		UTIL ADMIN	40.00
	OHARA, ARDIS		UTIL ADMIN	149.10
115243	OLASON, MONICA	INSTRUCTOR SERVICES	RECREATION SERVICES	96.60
	OLASON, MONICA		RECREATION SERVICES	147.00
	OLASON, MONICA		RECREATION SERVICES	151.20
	OLASON, MONICA		RECREATION SERVICES	162.00
	OLASON, MONICA		RECREATION SERVICES	168.00
	OLASON, MONICA		RECREATION SERVICES	216.00
	OLASON, MONICA		RECREATION SERVICES	282.00
	OLASON, MONICA		RECREATION SERVICES	288.00
115244	OLSEN, CRYSTAL	UTILITY TAX REBATE	NON-DEPARTMENTAL	49.41
115245	OLSEN, LINDA		NON-DEPARTMENTAL	68.46
115246	OPTICS PLANET INC.	HOLSTER	GENERAL FUND	-3.27
	OPTICS PLANET INC.		POLICE INVESTIGATION	39.16
115247	ORDWIG, CHRISTINE	INSTRUCTOR SERVICES	COMMUNITY CENTER	40.50
115248	OVERTON SAFETY TRAIN	TRAINING	EXECUTIVE ADMIN	1,690.00
115249	PALITZ, JUSTIN	REIMBURSE MEAL	UTIL ADMIN	15.00
115250	PARK, GEORGE	UTILITY TAX REBATE	NON-DEPARTMENTAL	78.84
115251	PART WORKS INC, THE	CHECK VALVE REPAIR KIT AND REL	WATER CROSS CNTL	406.65
	PART WORKS INC, THE	RESTROOM PARTITIONS	GMA-PARKS	4,782.10
115252	PARTS STORE, THE	RETURN BELT AND CORE	EQUIPMENT RENTAL	-84.77
	PARTS STORE, THE	OIL AND FUEL FILTERS	EQUIPMENT RENTAL	21.91
	PARTS STORE, THE	BELT	EQUIPMENT RENTAL	33.93
	PARTS STORE, THE	BELT AND TENSIONER	EQUIPMENT RENTAL	68.71
	PARTS STORE, THE	MODULE	EQUIPMENT RENTAL	70.71
	PARTS STORE, THE	OIL AND FILTERS	SMALL ENGINE SHOP	78.05
	PARTS STORE, THE	FILTERS, DE-ICER AND WD-40	ER&R	173.21
	PARTS STORE, THE	WATER PUMP, BELT, TENSIONER AN	EQUIPMENT RENTAL	182.35
	PARTS STORE, THE	ALTERNATOR W/CORE CHARGE	EQUIPMENT RENTAL	243.82
	PARTS STORE, THE	STARTER	SMALL ENGINE SHOP	270.64
115253	PEACE OF MIND	MINUTE TAKING SERVICE	COMMUNITY DEVELOPMENT-	150.40
	PEACE OF MIND		CITY CLERK	179.20
115254	PENWAY LTD	LAND USE SIGNS	COMMUNITY DEVELOPMENT-	1,041.91
115255	PETERSON, RICHARD SR	UTILITY TAX REBATE	NON-DEPARTMENTAL	44.81
115256	PHAM, JOSEPH	INTERPRETER SERVICES	COURTS	125.00
115257	PHENIS, JUSSI	RENTAL DEPOSIT REFUND	GENERAL FUND	200.00
115258	PICK OF THE LITTER	GRAPHIC DESIGN	OPERA HOUSE	523.07

**CITY OF MARYSVILLE  
 INVOICE LIST  
 FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115259	PIKE, TRAVIS	REIMBURSE MEALS	TRAINING	30.00
115260	POTTER, BRENT		TRAINING	23.77
115261	PUD	ACCT #2054-2741-2	PARK & RECREATION FAC	7.16
	PUD	ACCT #2052-8364-1	STREET LIGHTING	8.56
	PUD	ACCT #2050-2647-6	STREET LIGHTING	10.42
	PUD	ACCT #2009-9853-2	PARK & RECREATION FAC	16.14
	PUD	ACCT #2045-8436-1	STREET LIGHTING	16.25
	PUD	ACCT #2050-2647-6	STREET LIGHTING	16.29
	PUD	ACCT #2023-7865-9	MAINT OF GENL PLANT	16.77
	PUD	ACCT #2045-8436-1	STREET LIGHTING	21.55
	PUD	ACCT #2027-9116-6	PUMPING PLANT	25.72
	PUD	ACCT #2021-7815-8	SEWER LIFT STATION	26.82
	PUD	ACCT #2006-5074-5	TRANSPORTATION MANAGEM	30.23
	PUD	ACCT #2207-9273-3	STREET LIGHTING	41.30
	PUD	ACCT #2023-6853-6	TRANSPORTATION MANAGEM	43.60
	PUD	ACCT #2201-5310-0	TRANSPORTATION MANAGEM	49.60
	PUD	ACCT #2021-0219-0	TRANSPORTATION MANAGEM	52.18
	PUD	ACCT #2008-2727-7	TRANSPORTATION MANAGEM	57.52
	PUD	ACCT #2008-0070-4	STREET LIGHTING	64.19
	PUD	ACCT #2021-4311-1	TRANSPORTATION MANAGEM	64.98
	PUD	ACCT #2008-6930-3	TRANSPORTATION MANAGEM	69.33
	PUD	ACCT #2021-8367-9	TRANSPORTATION MANAGEM	69.90
	PUD	ACCT #2022-2076-0	GOLF ADMINISTRATION	74.05
	PUD	ACCT #2024-6354-3	SEWER LIFT STATION	89.06
	PUD	ACCT #2032-3100-6	TRANSPORTATION MANAGEM	104.26
	PUD	ACCT #2019-3119-3	PARK & RECREATION FAC	108.04
	PUD	ACCT #2025-7611-2	STREET LIGHTING	120.82
	PUD	ACCT #2025-5745-0	STREET LIGHTING	123.26
	PUD	ACCT #2208-3888-2	TRAFFIC CONTROL DEVICES	166.39
	PUD	ACCT #2033-4458-5	STREET LIGHTING	193.83
	PUD	ACCT #2023-6855-1	PARK & RECREATION FAC	199.12
	PUD	ACCT #2000-8415-0	TRANSPORTATION MANAGEM	337.87
	PUD	ACCT #2020-0032-9	PARK & RECREATION FAC	409.04
	PUD	ACCT #2026-8928-7	WASTE WATER TREATMENT F	626.36
	PUD	ACCT #2010-2169-8	PARK & RECREATION FAC	727.26
	PUD	ACCT #2016-3963-0	GOLF ADMINISTRATION	960.84
	PUD	ACCT #2026-0420-3	STREET LIGHTING	1,557.65
	PUD	ACCT #2025-7611-2	STREET LIGHTING	2,295.61
	PUD	ACCT #2026-0420-3	STREET LIGHTING	2,336.48
	PUD	ACCT #2028-8209-8	STREET LIGHTING	9,004.98
	PUD		STREET LIGHTING	14,084.70
115262	PUGET SOUND SECURITY	LOCKS	PARK & RECREATION FAC	261.58
115263	QUIOC, JEFFREY	RENTAL DEPOSIT REFUND	GENERAL FUND	200.00
115264	RANDHAWA, MOHINDER	INTERPETER SERVICES	COURTS	150.00
115265	REHDER, HUNTER MARTI	UTILITY TAX REBATE	NON-DEPARTMENTAL	53.17
115266	RICOH USA, INC.	PRINTER/COPIER CHARGES	OFFICE OPERATIONS	11.91
	RICOH USA, INC.		GENERAL SERVICES - OVERF	15.47
	RICOH USA, INC.		COMMUNITY CENTER	18.56
	RICOH USA, INC.		PROPERTY TASK FORCE	71.74
	RICOH USA, INC.		PERSONNEL ADMINISTRATIO	76.57
	RICOH USA, INC.		WASTE WATER TREATMENT F	78.18
	RICOH USA, INC.		POLICE PATROL	96.71
	RICOH USA, INC.		PROBATION	105.21
	RICOH USA, INC.		PARK & RECREATION FAC	126.57
	RICOH USA, INC.		ENGR-GENL	163.20
	RICOH USA, INC.		UTIL ADMIN	253.45
	RICOH USA, INC.		COMMUNITY DEVELOPMENT-	299.14



**CITY OF MARYSVILLE  
 INVOICE LIST**

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<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115267	RICOH USA, INC.	PRINTER/COPIER CHARGES	COMMUNITY CENTER	27.81
	RICOH USA, INC.		MUNICIPAL COURTS	39.62
	RICOH USA, INC.		OFFICE OPERATIONS	57.01
	RICOH USA, INC.		PROPERTY TASK FORCE	75.04
	RICOH USA, INC.		GENERAL SERVICES - OVERH	87.93
	RICOH USA, INC.		ENGR-GENL	144.14
	RICOH USA, INC.		PERSONNEL ADMINISTRATIO	152.34
	RICOH USA, INC.		WASTE WATER TREATMENT F	196.18
	RICOH USA, INC.		PROBATION	212.75
	RICOH USA, INC.		POLICE PATROL	261.15
	RICOH USA, INC.		PARK & RECREATION FAC	309.44
	RICOH USA, INC.		UTIL ADMIN	378.27
	RICOH USA, INC.		COMMUNITY DEVELOPMENT-	584.80
115268	ROBBINS, TAMARA	INSTRUCTOR SERVICES	COMMUNITY CENTER	84.00
	ROBBINS, TAMARA		COMMUNITY CENTER	157.28
115269	ROBERTS, SHARON M	UTILITY TAX REBATE	UTIL ADMIN	40.00
	ROBERTS, SHARON M		NON-DEPARTMENTAL	58.80
	ROBERTS, SHARON M		UTIL ADMIN	149.10
115270	ROODZANT, AUGUSTA		NON-DEPARTMENTAL	84.15
115271	RUSDEN, JOHN	PRO-TEM SERVICES	MUNICIPAL COURTS	100.00
	RUSDEN, JOHN		MUNICIPAL COURTS	370.00
	RUSDEN, JOHN		MUNICIPAL COURTS	370.00
115272	RUSSELL, TERRY	UTILITY TAX REBATE	NON-DEPARTMENTAL	42.42
115273	RUSSELL, VICTORIA		NON-DEPARTMENTAL	49.52
115274	RYAN, DONNA		NON-DEPARTMENTAL	21.92
115275	RYAN, JENNIFER	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
115276	SAFEWAY INC.	MEETING SUPPLIES	UTIL ADMIN	40.06
115277	SANDHOFER, PAMELA	UTILITY TAX REBATE	NON-DEPARTMENTAL	86.92
115278	SCHRAMM, CONNIE		NON-DEPARTMENTAL	51.63
115279	SHAFER, DENISE	ACTIVITIES GUIDE PHOTO SHOOT	RECREATION SERVICES	250.00
115280	SHEEHAN, FRANCIS M	UTILITY TAX REBATE	NON-DEPARTMENTAL	46.72
115281	SMITH, KAREN L		NON-DEPARTMENTAL	39.78
115282	SNO CO CHAPTER OF	INSTRUCTOR SERVICES	RECREATION SERVICES	187.20
115283	SNO CO TREASURER	INMATE HOUSING	DETENTION & CORRECTION	53,635.02
115284	SOUND PUBLISHING	LEGAL ADS	CITY CLERK	31.70
	SOUND PUBLISHING		COMMUNITY DEVELOPMENT-	434.27
115285	SOUND SAFETY	GLOVES	DETENTION & CORRECTION	63.77
	SOUND SAFETY		DETENTION & CORRECTION	63.77
	SOUND SAFETY	JACKET-CHRISMAN	PARK & RECREATION FAC	124.61
	SOUND SAFETY	JEANS & BOOTS-WINDRICK	COMMUNITY DEVELOPMENT-	264.21
	SOUND SAFETY	JENAS & BOOTS-MILLIGAN	COMMUNITY DEVELOPMENT-	284.86
	SOUND SAFETY	UNIFORMS	PARK & RECREATION FAC	367.24
115286	STAPLES	OFFICE SUPPLIES	COMMUNITY CENTER	46.43
	STAPLES		PARK & RECREATION FAC	113.11
	STAPLES		COMMUNITY DEVELOPMENT-	132.05
	STAPLES	TONER	MUNICIPAL COURTS	692.50
115287	STEVENS, MICHAEL A.	REIMBURSE MIILEAGE	CITY COUNCIL	124.88
115288	STRAND, DELORA	UTILITY TAX REBATE	NON-DEPARTMENTAL	57.51
115289	STRONGTOWER HOMES 2	UB 470860000000 14316 51ST DR	WATER/SEWER OPERATION	24.80
115290	SUMPTER, JUNE	UTILITY TAX REBATE	NON-DEPARTMENTAL	60.41
115291	SUNGARD PUBLIC SECTO	SALES TAX ON INV 131718	POLICE PATROL	182.00
115292	SWICK-LAFAVE, JULIE	REIMBURSE JAIL SUPPLY EXPENSE	DETENTION & CORRECTION	80.97
115293	THOMPSON, STELLA	UTILITY TAX REBATE	NON-DEPARTMENTAL	42.63
115294	THYSSENKRUPP ELEVATO	PREVENTATIVE MAINTENANCE	PUBLIC SAFETY BLDG	294.31
	THYSSENKRUPP ELEVATO		CITY HALL	294.31
115295	TORMOHLEN, KATIE	RENTAL DEPOSIT REFUND	GENERAL FUND	200.00
115296	TULALIP CHAMBER	BBH (1)	CITY COUNCIL	23.00

**CITY OF MARYSVILLE  
 INVOICE LIST**

**FOR INVOICES FROM 3/2/2017 TO 3/8/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115297	UNITED PARCEL SERVIC	SHIPPING EXPENSE	POLICE PATROL	48.52
115298	VANDERSCHEL, DIANA	REIMBURSE MILEAGE	OFFICE OPERATIONS	20.54
115299	VAUGHAN, JEFFREY	REIMBURSE MILEAGE AND PARKING	CITY COUNCIL	113.22
115300	VERBON, RUSSELL	UTILITY TAX REBATE	NON-DEPARTMENTAL	68.20
115301	VERMEULEN, ADAM	PER DIEM 3/30 & 3/31	POLICE PATROL	36.00
115302	WALLING, PAULA	UTILITY TAX REBATE	NON-DEPARTMENTAL	25.75
115303	WALTER E NELSON CO.	JANITORIAL SUPPLIES	OPERA HOUSE	117.04
115304	WALTON BEVERAGE CO	BEVERAGES	OPERA HOUSE	50.20
115305	WARDEN, KATHLEEN	UTILITY TAX REBATE	NON-DEPARTMENTAL	29.07
	WARDEN, KATHLEEN		UTIL ADMIN	40.00
	WARDEN, KATHLEEN		UTIL ADMIN	149.10
115306	WAVEDIVISION HOLDING	INTERNET SERVICES	COMPUTER SERVICES	408.00
115307	WAYNE'S AUTO DETAIL	DETAIL VEHICLE	COMMUNITY SERVICES UNIT	207.24
115308	WEBSTER, DAN	UB 767422000000 7422 60TH PL N	WATER/SEWER OPERATION	111.66
115309	WHITE, JACOB & JENNI	UB 241041700000 10417 56TH DR	WATER/SEWER OPERATION	209.71
115310	WILSON, KAREN	UB 031380000000 6131 87TH ST N	WATER/SEWER OPERATION	103.78
115311	WILTFONG, JILL	UB 891067000001 5613 GROVE ST	WATER/SEWER OPERATION	21.12
115312	WINELAND, CARL	REIMBURSE MEALS	UTIL ADMIN	30.00
115313	WOMER & ASSOCIATES	FIRE SPRINKLER PLAN REVIEW	COMMUNITY DEVELOPMENT-	390.00
	WOMER & ASSOCIATES		COMMUNITY DEVELOPMENT-	577.50
115314	WRIGHT, DONNA	REIMBURSE MILEAGE AND MEALS	CITY COUNCIL	20.66
	WRIGHT, DONNA		CITY COUNCIL	58.64
115315	ZIMBLEMAN, ERVIN	UTILITY TAX REBATE	NON-DEPARTMENTAL	36.64
	ZIMBLEMAN, ERVIN		UTIL ADMIN	40.00
	ZIMBLEMAN, ERVIN		UTIL ADMIN	149.10

**WARRANT TOTAL: 1,199,659.78**

CHECK # 114661 INITIATOR ERROR (103.78)  
 CHECK # 114810 INITIATOR ERROR (17,401.45)  
 CHECK # 114995 INITIATOR ERROR (60.85)

**REASON FOR VOIDS:**

- UNCLAIMED PROPERTY
- INITIATOR ERROR
- WRONG VENDOR
- CHECK LOST/DAMAGED IN MAIL

**1,182,093.70**

# *Index #4*

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

AGENDA ITEM: Claims	AGENDA SECTION:	
PREPARED BY: Sandy Langdon, Finance Director	AGENDA NUMBER:	
ATTACHMENTS: Claims Listings	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

Please see attached.

<p>RECOMMENDED ACTION:</p> <p><b>The Finance and Executive Departments recommend City Council approve the March 15, 2017 claims in the amount of \$1,959,965.79 paid by EFT transactions and Check No. 115316 through 115505 with no Check No.'s voided.</b></p> <p>COUNCIL ACTION:</p>
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**CLAIMS  
FOR  
PERIOD-3**

I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE **CLAIMS** IN THE AMOUNT OF **\$1,959,965.79 PAID BY EFT TRANSACTIONS AND CHECK NO.'S 115316 THROUGH 115505 WITH NO CHECK NO.'S VOIDED** ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF MARYSVILLE, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND TO CERTIFY SAID CLAIMS.

\_\_\_\_\_  
AUDITING OFFICER DATE

\_\_\_\_\_  
MAYOR DATE

WE, THE UNDERSIGNED COUNCIL MEMBERS OF MARYSVILLE, WASHINGTON DO HEREBY APPROVE FOR PAYMENT THE ABOVE MENTIONED **CLAIMS** ON THIS **27<sup>th</sup> DAY OF MARCH 2017.**

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COUNCIL MEMBER

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**CITY OF MARYSVILLE  
 INVOICE LIST  
 FOR INVOICES FROM 3/9/2017 TO 3/15/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115316	ADEYEMI, LAWRENCE	UTILITY TAX REBATE	NON-DEPARTMENTAL	78.17
115317	AMERICAN PLANNING	APA MEMBERSHIP DUES-GEMMER	COMMUNITY DEVELOPMENT-	340.00
115318	ANTIGO HOMES NW LLC	UB 461030000006 14405 55TH DR	WATER/SEWER OPERATION	18.11
115319	ARAMARK UNIFORM	UNIFORM SERVICE	SMALL ENGINE SHOP	6.55
	ARAMARK UNIFORM		EQUIPMENT RENTAL	69.11
115320	AWWA	WORKSHOP (2)	UTIL ADMIN	160.00
115321	BARTL, CRAIG	PER DIEM 3/27-3/31	POLICE INVESTIGATION	280.50
115322	BAYES, DAVID	UB 860720000000 8230 52ND DR N	WATER/SEWER OPERATION	25.15
	BAYES, DAVID		WATER/SEWER OPERATION	79.76
115323	BILLING DOCUMENT SPE	TRANSACTION FEES	UTILITY BILLING	899.28
	BILLING DOCUMENT SPE	BILL PRINTING SERVICE	UTILITY BILLING	3,028.54
115324	BOUSSARD, KATHY	UB 800404000005 5722 67TH ST N	WATER/SEWER OPERATION	97.58
115325	BOYD, RAE	INMATE MEDICAL CARE	DETENTION & CORRECTION	2,100.00
115326	BROCK, TINA	REIMBURSE WELLNESS EXPENSES	GENERAL FUND	-4.29
	BROCK, TINA		PERSONNEL ADMINISTRATIO	51.37
115327	BUDLONG, KIMELA	REFUND CLASS FEES	PARKS-RECREATION	35.00
115328	BUHR, M.E.	UTILITY TAX REBATE	NON-DEPARTMENTAL	72.10
115329	BURNS FIRE PROTECT	FIRE SPRINKLER WORK	SOLID WASTE OPERATIONS	2,400.20
	BURNS FIRE PROTECT		MAINT OF GENL PLANT	2,400.20
115330	CASCADE NATURAL GAS	NATURAL GAS CHARGES	WATER FILTRATION PLANT	1,888.19
115331	CASCADIA CONSULTING	STATEWIDE INTERMEDIATE LID TRA	ENGR-GENL	41.99
115332	CEMEX	ASPHALT	ROADWAY MAINTENANCE	105.94
	CEMEX		WATER DIST MAINS	105.95
	CEMEX		WATER DIST MAINS	173.36
	CEMEX		ROADWAY MAINTENANCE	173.37
	CEMEX		ROADWAY MAINTENANCE	346.04
	CEMEX	ASPHLAT	ROADWAY MAINTENANCE	346.73
115333	CEMEX	PAY ESTIMATE #6	ARTERIAL STREET-GENL	13,548.27
115334	CHAMBERLAIN,CASSANDR	UTILITY TAX REBATE	NON-DEPARTMENTAL	22.53
115335	CHRYST, KEVIN	ENTERTAINMENT 3/18/17	OPERA HOUSE	1,000.00
115336	CNR INC	MAINTENANCE CONTRACT	COMPUTER SERVICES	1,362.04
115337	CODE PUBLISHING	ELEC UPDATE	CITY CLERK	241.66
115338	CONSOLIDATED TECH	IGN MONTHLY CHARGE	OFFICE OPERATIONS	255.45
115339	COOP SUPPLY	RETURN FENCING	ROADSIDE VEGETATION	-522.92
	COOP SUPPLY		ROADSIDE VEGETATION	-244.21
	COOP SUPPLY	PINE SHAVINGS	WATER SERVICES	32.70
	COOP SUPPLY	K-9 FOOD	K9 PROGRAM	335.98
	COOP SUPPLY	FENCING AND POSTS	ROADSIDE VEGETATION	461.86
	COOP SUPPLY	FENCING	ROADSIDE VEGETATION	522.92
115340	CORBIN, ANNE	UTILITY TAX REBATE	UTIL ADMIN	40.00
	CORBIN, ANNE		NON-DEPARTMENTAL	57.89
	CORBIN, ANNE		UTIL ADMIN	149.10
115341	CORNWELL TOOLS	PARTS TRAY AND CHUCK	EQUIPMENT RENTAL	150.69
115342	CORRECTIONS, DEPT OF	WORK CREW-JAN 2017	PARK & RECREATION FAC	316.99
	CORRECTIONS, DEPT OF		ROADSIDE VEGETATION	468.49
115343	CRABBS, MELISSA	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
115344	CTS LANGUAGE LINK	INTERPRETER SERVICES	LEGAL - PROSECUTION	12.59
115345	CUEVAS, MARIO	REFUND CLASS FEES	PARKS-RECREATION	25.00
115346	DICKS TOWING	TOWING EXPENSE	EQUIPMENT RENTAL	43.64
	DICKS TOWING	TOWING EXPENSE-APJ-1436	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-02176	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-07418	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-07851	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-08023	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-08395	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-08526	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-08653	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-08677	POLICE PATROL	43.64
	DICKS TOWING	TOWING EXPENSE-MP17-08824	POLICE PATROL	43.64
115347	DIERCK, NORMA JEAN	UTILITY TAX REBATE	NON-DEPARTMENTAL	101.61
115348	DISCOVER YOUR NW	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00

**CITY OF MARYSVILLE  
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<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115349	DONNELSON ELECTRIC	ELECTRICAL WORK	SOLID WASTE OPERATIONS	2,287.82
	DONNELSON ELECTRIC		MAINT OF GENL PLANT	2,287.83
115350	DUNLAP INDUSTRIAL	ANCHOR SHACKLES AND SLING	WASTE WATER TREATMENT F	107.68
	DUNLAP INDUSTRIAL	SOCKETS AND RATCHETS	WASTE WATER TREATMENT F	121.28
	DUNLAP INDUSTRIAL	SHOP VAC	EQUIPMENT RENTAL	178.64
	DUNLAP INDUSTRIAL	BOOTS-STAIR	UTIL ADMIN	180.13
	DUNLAP INDUSTRIAL	BOOTS-SCOTT	EQUIPMENT RENTAL	180.96
115351	E&E LUMBER	PIPE AND HARDWARE	MAINT OF GENL PLANT	6.44
	E&E LUMBER	MDF	MAINT OF GENL PLANT	14.92
	E&E LUMBER	MDF AND FASTENERS	MAINT OF GENL PLANT	31.62
	E&E LUMBER	INSULATION, PAPER AND WET-DRY	MAINT OF GENL PLANT	163.05
	E&E LUMBER	HAMMER DRILL AND HARDWARE	ROADWAY MAINTENANCE	254.29
	E&E LUMBER	LUMBER	MAINT OF GENL PLANT	348.25
	E&E LUMBER	TRASHBAGS	ER&R	599.50
	E&E LUMBER	DOORS AND CEDAR	MAINT OF GENL PLANT	1,816.26
115352	EAGLE POINT SOFTWARE	AUTOCAD TRAINING AND SUPPORT S	ENGR-GENL	1,609.23
115353	EAST JORDAN IRON WOR	VALVE TOPS AMD KEYS	WATER SERVICES	349.21
	EAST JORDAN IRON WOR	BOXES, LIDS AND PENTAGON KEYS	WATER DIST MAINS	458.26
115354	ECOLOGY, DEPT. OF	BIOSOLIDS PERMIT #BA0022497	UTIL ADMIN	3,580.32
115355	ECONOMY FENCE CENTER	FENCE REPAIR	ROADSIDE VEGETATION	3,159.54
115356	EDGE ANALYTICAL	LAB ANALYSIS	WATER QUAL TREATMENT	10.50
	EDGE ANALYTICAL		WATER QUAL TREATMENT	10.50
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	12.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	24.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	24.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	24.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	58.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	189.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	189.00
	EDGE ANALYTICAL		WATER QUAL TREATMENT	369.00
115357	EDMONDS, MEGAN & DAN	UB 042420360001 6324 96TH PL N	WATER/SEWER OPERATION	125.12
115358	ELAISON, STACEY	REFUND CLASS FEES	PARKS-RECREATION	15.75
115359	ELTON, JONATHAN	PER DIEM 3/27-3/31	POLICE PATROL	280.50
115360	ESTRADA, SILVIA	REFUND CLASS FEES	PARKS-RECREATION	15.75
115361	EVERETT, CITY OF	ANIMAL SHELTER FEES-JAN 2017	COMMUNITY SERVICES UNIT	4,070.00
115362	EVIDENT, INC.	EVIDENCE SUPPLIES	GENERAL FUND	-47.23
	EVIDENT, INC.		POLICE PATROL	566.23
115363	FARKASOSKY,CORNELIUS	UTILITY TAX REBATE	NON-DEPARTMENTAL	67.28
115364	FEDEX	SHIPPING EXPENSE	PUMPING PLANT	9.99
115365	FERRELLGAS	PROPANE CHARGES	WATER SERVICE INSTALL	100.56
	FERRELLGAS		ROADWAY MAINTENANCE	100.57
115366	FLORIAN, LLC	INSTRUCTOR SERVICES	RECREATION SERVICES	60.00
115367	FOREMOST PROMOTIONS	CRIME PREVENTION SUPPLIES	GENERAL FUND	-56.08
	FOREMOST PROMOTIONS		CRIME PREVENTION	672.29
115368	FRED MEYER	JEANS-GETTLE	UTIL ADMIN	136.32
115369	FRONTIER COMMUNICATI	PHONE CHARGES	EQUIPMENT RENTAL	0.01
	FRONTIER COMMUNICATI		CRIME PREVENTION	7.74
	FRONTIER COMMUNICATI		COMMUNITY SERVICES UNIT	7.74
	FRONTIER COMMUNICATI		SOLID WASTE CUSTOMER EX	7.74
	FRONTIER COMMUNICATI		PURCHASING/CENTRAL STOF	7.74
	FRONTIER COMMUNICATI		CITY CLERK	15.48
	FRONTIER COMMUNICATI		GOLF ADMINISTRATION	15.48

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<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115369	FRONTIER COMMUNICATI	PHONE CHARGES	FACILITY MAINTENANCE	15.48
	FRONTIER COMMUNICATI		YOUTH SERVICES	23.23
	FRONTIER COMMUNICATI		PROPERTY TASK FORCE	23.23
	FRONTIER COMMUNICATI		PERSONNEL ADMINISTRATIO	23.23
	FRONTIER COMMUNICATI		GENERAL SERVICES - OVERH	23.23
	FRONTIER COMMUNICATI		WATER QUAL TREATMENT	23.23
	FRONTIER COMMUNICATI	ACCT #36065894930725005	RECREATION SERVICES	30.51
	FRONTIER COMMUNICATI		POLICE INVESTIGATION	30.52
	FRONTIER COMMUNICATI	PHONE CHARGES	LEGAL-GENL	30.97
	FRONTIER COMMUNICATI	ACCT #36065150331108105	EXECUTIVE ADMIN	32.20
	FRONTIER COMMUNICATI	PHONE CHARGES	EQUIPMENT RENTAL	38.70
	FRONTIER COMMUNICATI		LEGAL - PROSECUTION	38.71
	FRONTIER COMMUNICATI		RECREATION SERVICES	38.71
	FRONTIER COMMUNICATI		EXECUTIVE ADMIN	46.45
	FRONTIER COMMUNICATI		FINANCE-GENL	46.45
	FRONTIER COMMUNICATI		STORM DRAINAGE	46.45
	FRONTIER COMMUNICATI	ACCT #36065347410509955	WASTE WATER TREATMENT F	52.02
	FRONTIER COMMUNICATI	PHONE CHARGES	PARK & RECREATION FAC	54.19
	FRONTIER COMMUNICATI		COMPUTER SERVICES	54.21
	FRONTIER COMMUNICATI		UTILITY BILLING	61.94
	FRONTIER COMMUNICATI		POLICE ADMINISTRATION	69.68
	FRONTIER COMMUNICATI		POLICE INVESTIGATION	69.68
	FRONTIER COMMUNICATI		WASTE WATER TREATMENT F	69.68
	FRONTIER COMMUNICATI		OFFICE OPERATIONS	77.42
	FRONTIER COMMUNICATI	ACCT #36065372080111165	OPERA HOUSE	79.99
	FRONTIER COMMUNICATI	ACCT #36065852920604075	PERSONNEL ADMINISTRATIO	82.30
	FRONTIER COMMUNICATI	PHONE CHARGES	MUNICIPAL COURTS	85.16
	FRONTIER COMMUNICATI		DETENTION & CORRECTION	108.39
	FRONTIER COMMUNICATI		ENGR-GENL	123.87
	FRONTIER COMMUNICATI		UTIL ADMIN	123.87
	FRONTIER COMMUNICATI		COMMUNITY DEVELOPMENT-	170.32
	FRONTIER COMMUNICATI	ACCT #36065852920604075	MUNICIPAL COURTS	227.26
	FRONTIER COMMUNICATI	PHONE CHARGES	POLICE PATROL	348.39
115370	GALLS, LLC	STARS	POLICE ADMINISTRATION	15.47
	GALLS, LLC	NAME TAGS	POLICE ADMINISTRATION	17.40
	GALLS, LLC	UNIFORM-DAVIS	COMMUNITY SERVICES UNIT	18.86
	GALLS, LLC	BARS	POLICE PATROL	31.86
	GALLS, LLC		POLICE PATROL	31.86
	GALLS, LLC	NAME TAGS	POLICE ADMINISTRATION	34.80
	GALLS, LLC	STARS	POLICE ADMINISTRATION	48.82
	GALLS, LLC	UNIFORM-DAVIS	COMMUNITY SERVICES UNIT	87.44
	GALLS, LLC		COMMUNITY SERVICES UNIT	88.32
	GALLS, LLC		COMMUNITY SERVICES UNIT	92.69
	GALLS, LLC	JACKET-SHACKELTON	POLICE INVESTIGATION	272.74
115371	GEMPLER'S	WATER TANK	CITY STREETS	-9.64
	GEMPLER'S		ROADWAY MAINTENANCE	115.59
115372	GLACKEN & ASSOCIATES	TRAINING-FORSLOF	POLICE TRAINING-FIREARMS	245.00
115373	GLOBALSTAR INC.	PHONE CHARGES	OFFICE OPERATIONS	77.89
115374	GOVCONNECTION INC	MEMORY UPGRADE	COMPUTER SERVICES	460.87
	GOVCONNECTION INC	USB'S, CARTRIDGES, JACKS AND K	COMPUTER SERVICES	598.65
	GOVCONNECTION INC	NETWORK SWITCH REPLACEMENTS	IS REPLACEMENT ACCOUNTS	4,947.53
115375	GREEN RIVER CC	TRAINING-GEIST	UTIL ADMIN	200.00
115376	GREWAR, KINLOCH	UTILITY TAX REBATE	NON-DEPARTMENTAL	108.76
115377	GROUP HEALTH	IMMUNIZATIONS	EXECUTIVE ADMIN	92.00
115378	HARVEY, JENNIFER A	INSTRUCTOR SERVICES	PARKS-RECREATION	129.00
115379	HB JAEGER COMPANY	SOFT COPPER	WATER/SEWER OPERATION	841.82
115380	HD FOWLER COMPANY	SUMP PUMP	WATER SUPPLY MAINS	449.83
115381	HE MITCHELL CO	LEAVERS, VENT, DEADBOLT AND EX	FACILITY MAINTENANCE	660.02
115382	HERITAGE BANK	RETAINAGE ON PAY ESTIMATE #3-S	SURFACE WATER CAPITAL PF	13,382.42
115383	HMC ASSETS LLC	UB 641470000002 6024 98TH ST N	WATER/SEWER OPERATION	26.45
115384	HOUGAN, BROOKE	REFUND CLASS FEES	PARKS-RECREATION	10.00



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115385	IHRIG, DAREN & STEPH	UB 091442646000 14426 46TH DR	WATER/SEWER OPERATION	49.60
115386	INTERSTATE BATTERY	BATTERIES	ER&R	429.94
115387	JAMES W FOWLER CO	PAY ESTIMATE #1	WATER CAPITAL PROJECTS	881,869.29
115388	JERMYN, JAY	UTILITY TAX REBATE	NON-DEPARTMENTAL	52.63
115389	JERMYN, TERRANCE		NON-DEPARTMENTAL	23.35
115390	JOHNSON, DOROTHY		NON-DEPARTMENTAL	32.83
115391	JONES, JANICE M		NON-DEPARTMENTAL	22.85
	JONES, JANICE M		UTIL ADMIN	40.00
	JONES, JANICE M		UTIL ADMIN	149.10
115392	KEY BANK	REFUND BUSINESS LICENSE FEES	GENL FUND BUS LIC & PERMI	65.00
115393	KIM, JAMIE S.	PROFESSIONAL SERVICES	PUBLIC DEFENSE	300.00
115394	KINGMAN, CANDACE	APPRAISER SERVICES-3/4/17	COMMUNITY CENTER	180.00
115395	KINNEY, PAUL	REIMBURSE TEAM BUILDING EXPENS	UTIL ADMIN	104.80
	KINNEY, PAUL		TRAINING	104.80
115396	KO EMBROIDERY	SHIRTS AND HATS	K9 PROGRAM	183.09
115397	KUNG FU 4 KIDS	INSTRUCTOR SERVICES	RECREATION SERVICES	192.50
115398	LAB/COR, INC.	LAB ANALYSIS	WATER QUAL TREATMENT	810.00
115399	LAFOLLETTE, KELLY	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
115400	LAKESIDE INDUSTRIES	ASPHALT	WATER DIST MAINS	293.23
	LAKESIDE INDUSTRIES		ROADWAY MAINTENANCE	293.24
	LAKESIDE INDUSTRIES		SEWER MAIN COLLECTION	293.24
115401	LAPLANTE, DAN	UB 560250000003 17812 33RD AVE	WATER/SEWER OPERATION	21.62
115402	LAWRENSON, BRANDON	PER DIEM 3/27-3/31	POLICE PATROL	280.50
115403	LOWES HIW INC	HARDWARE	WATER DIST MAINS	6.82
115404	LUCE, PATRICIA	UTILITY TAX REBATE	NON-DEPARTMENTAL	68.51
115405	MACARELLO, JULIE		NON-DEPARTMENTAL	25.34
	MACARELLO, JULIE		UTIL ADMIN	40.00
	MACARELLO, JULIE		UTIL ADMIN	149.10
115406	MAKERS	LAKESIDE NEIGHBORHOOD MASTER P	COMMUNITY DEVELOPMENT-	2,200.00
115407	MARSH-SALAS, JACQUEL	UB 094785148000 4785 148TH ST	WATER/SEWER OPERATION	213.30
115408	MARSHALL, CHARLENE	UTILITY TAX REBATE	NON-DEPARTMENTAL	32.87
	MARSHALL, CHARLENE		UTIL ADMIN	40.00
	MARSHALL, CHARLENE		UTIL ADMIN	149.10
115409	MARTIN, KATHI		NON-DEPARTMENTAL	18.94
	MARTIN, KATHI		UTIL ADMIN	40.00
	MARTIN, KATHI		UTIL ADMIN	149.10
115410	MARYSVILLE FORD	BRAKE ROTORS AND BRAKE PADS	EQUIPMENT RENTAL	149.58
	MARYSVILLE FORD	TIRE PRESSURE MONITOR SENSOR	EQUIPMENT RENTAL	162.34
115411	MARYSVILLE PRINTING	DOOR HANGERS	COMMUNITY SERVICES UNIT	265.93
115412	MARYSVILLE SCHOOL	MITIGATION FEES	SCHOOL MIT FEES	38,362.00
115413	MARYSVILLE, CITY OF	UTILITY SERVICE-3RD & STATE	PARK & RECREATION FAC	22.65
	MARYSVILLE, CITY OF	UTILITY SERVICE-60 STATE AVE	MAINT OF GENL PLANT	28.75
	MARYSVILLE, CITY OF	UTILITY SERVICE-1049 STATE AVE	CITY HALL	71.92
	MARYSVILLE, CITY OF	UTILITY SERVICE-1326 1ST ST #B	STORM DRAINAGE	107.11
	MARYSVILLE, CITY OF	UTILITY SERVICE-514 DELTA AVE	PARK & RECREATION FAC	114.43
	MARYSVILLE, CITY OF	UTILITY SERVICE-1218 1ST ST FI	GMA - STREET	118.28
	MARYSVILLE, CITY OF	UTILITY SERVICE-1050 COLUMBIA	PARK & RECREATION FAC	118.46
	MARYSVILLE, CITY OF	UTILITY SERVICE-601 DELTA AVE	NON-DEPARTMENTAL	146.01
	MARYSVILLE, CITY OF	UTILITY SERVICE-80 COLUMBIA AV	MAINT OF GENL PLANT	197.75
	MARYSVILLE, CITY OF	UTILITY SERVICE-61 STATE AVE	PARK & RECREATION FAC	200.19
	MARYSVILLE, CITY OF	UTILITY SERVICE-80 COLUMBIA AV	ROADWAY MAINTENANCE	221.64
	MARYSVILLE, CITY OF	UTILITY SERVICE-514 DELTA AVE	COMMUNITY CENTER	652.69
	MARYSVILLE, CITY OF	UTILITY SERVICE-1015 STATE AVE	COURT FACILITIES	670.37
	MARYSVILLE, CITY OF	UTILITY SERVICE-1049 STATE AVE	CITY HALL	761.85
	MARYSVILLE, CITY OF	UTILITY SERVICE-80 COLUMBIA AV	EQUIPMENT RENTAL	788.68
	MARYSVILLE, CITY OF		WASTE WATER TREATMENT F	1,146.30
	MARYSVILLE, CITY OF		WASTE WATER TREATMENT F	1,862.48
	MARYSVILLE, CITY OF		MAINT OF GENL PLANT	2,867.98
115414	MASSEY, CLAYTON & NI	UB 760809550001 6703 58TH ST N	WATER/SEWER OPERATION	229.00
115415	MCCOLL, JAMES	UTILITY TAX REBATE	NON-DEPARTMENTAL	9.66
	MCCOLL, JAMES		UTIL ADMIN	40.00

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115415	MCCOLL, JAMES	UTILITY TAX REBATE	UTIL ADMIN	149.10
115416	MCLAUGHLIN, DELORIS		NON-DEPARTMENTAL	18.58
115417	MEIR, RITA		NON-DEPARTMENTAL	27.01
115418	MENDEZ, YENI	RENTAL DEPOSIT REFUND	GENERAL FUND	200.00
115419	MENNIE, CONNIE	REIMBURSE MILEAGE	EXECUTIVE ADMIN	31.19
115420	MIZELL, TARA	REIMBURSE SPECIAL EVENT SUPPLY	COMMUNITY CENTER	37.98
115421	MODULAR SPACE	TRAILER RENTAL	WATER QUAL TREATMENT	97.99
	MODULAR SPACE		WASTE WATER TREATMENT F	97.99
	MODULAR SPACE		STORM DRAINAGE	98.00
115422	MORTON, THOMAS & IRE	UB 981472717000 14727 43RD AVE	GARBAGE	29.92
115423	NARA, SONIA	INSTRUCTOR SERVICES	RECREATION SERVICES	6.00
	NARA, SONIA		RECREATION SERVICES	78.00
115424	NELSON PETROLEUM	GREASE	ER&R	241.88
115425	NESS & CAMPBELL CRAN	CRANE SERVICE	WASTE WATER TREATMENT F	967.17
	NESS & CAMPBELL CRAN		WASTE WATER TREATMENT F	1,074.64
115426	NOGALES, ELEANOR	UTILITY TAX REBATE	NON-DEPARTMENTAL	53.71
115427	NORSTAR INDUSTRIES	PLOW BLADE	EQUIPMENT RENTAL	1,936.53
115428	NORTH CENTRAL LABORA	LAB SUPPLIES	WATER/SEWER OPERATION	-26.71
	NORTH CENTRAL LABORA		WATER/SEWER OPERATION	-20.97
	NORTH CENTRAL LABORA		WASTE WATER TREATMENT F	251.38
	NORTH CENTRAL LABORA		WASTE WATER TREATMENT F	320.18
115429	NORTHWESTERN AUTO	REPAIR ACCIDENT DAMAGE #P165	EQUIPMENT RENTAL	2,868.68
115430	NOTT, JAMES R	UB 521152900000 4026 174TH PL	WATER/SEWER OPERATION	241.38
115431	OFFICE DEPOT	OFFICE SUPPLIES	POLICE INVESTIGATION	41.46
	OFFICE DEPOT		WASTE WATER TREATMENT F	69.81
	OFFICE DEPOT		POLICE PATROL	77.77
	OFFICE DEPOT		POLICE INVESTIGATION	95.75
	OFFICE DEPOT		ENGR-GENL	105.71
	OFFICE DEPOT		COMMUNITY DEVELOPMENT-	111.07
	OFFICE DEPOT		EXECUTIVE ADMIN	211.07
	OFFICE DEPOT		POLICE PATROL	213.79
	OFFICE DEPOT		POLICE PATROL	237.52
	OFFICE DEPOT		COMMUNITY DEVELOPMENT-	255.24
	OFFICE DEPOT		POLICE PATROL	260.66
115432	OGDEN, KITEL	RENTAL DEPOPSIT REFUND	GENERAL FUND	100.00
115433	OTTER, ANDREW	UTILITY TAX REBATE	NON-DEPARTMENTAL	25.15
115434	OWEN EQUIPMENT	CONVERSION MODIFICATION PARTS	WATER SUPPLY MAINS	3,381.46
	OWEN EQUIPMENT		WATER SERVICES	3,381.46
	OWEN EQUIPMENT	SERVICE MODIFICATION TO VACTOR	WATER SUPPLY MAINS	9,303.18
	OWEN EQUIPMENT		WATER SERVICES	9,303.18
115435	PARTS STORE, THE	FILTER, SPARK PLUG AND GAUGE	SMALL ENGINE SHOP	36.57
	PARTS STORE, THE	FILTERS, ANTI-FREEZE, MIRRORS	ER&R	268.63
115436	PARTSMATER	SIGN SHOP MATERIALS	TRANSPORTATION MANAGEM	212.44
115437	PB LOADER CORP	STRAINER ASSEMBLY AND GASKETS	ER&R	-35.21
	PB LOADER CORP		EQUIPMENT RENTAL	422.13
115438	PEACE OF MIND	MINUTE TAKING SERVICE	CITY CLERK	140.80
	PEACE OF MIND	MINUTE TKAING SERVICE	COMMUNITY DEVELOPMENT-	179.20
115439	PEDERSON, ALYSSA	RENTAL DEPOSIT REFUND	GENERAL FUND	100.00
115440	PETROCARD SYSTEMS	FUEL CONSUMED	FACILITY MAINTENANCE	51.14
	PETROCARD SYSTEMS		ENGR-GENL	64.99
	PETROCARD SYSTEMS		COMMUNITY DEVELOPMENT-	358.98
	PETROCARD SYSTEMS		PARK & RECREATION FAC	524.17
	PETROCARD SYSTEMS		GENERAL SERVICES - OVERH	2,585.53
	PETROCARD SYSTEMS		MAINT OF EQUIPMENT	2,770.27
	PETROCARD SYSTEMS		SOLID WASTE OPERATIONS	3,269.89
	PETROCARD SYSTEMS		POLICE PATROL	5,478.99
115441	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	8.14
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	MAINTENANCE	18.20
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	MAINTENANCE	43.45
	PGC INTERBAY LLC		PRO-SHOP	46.98
	PGC INTERBAY LLC		MAINTENANCE	62.44

**CITY OF MARYSVILLE  
 INVOICE LIST  
 FOR INVOICES FROM 3/9/2017 TO 3/15/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115441	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	62.45
	PGC INTERBAY LLC		MAINTENANCE	66.12
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	MAINTENANCE	75.00
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	78.81
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	MAINTENANCE	84.62
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	MAINTENANCE	111.67
	PGC INTERBAY LLC		MAINTENANCE	115.19
	PGC INTERBAY LLC		PRO-SHOP	117.79
	PGC INTERBAY LLC		MAINTENANCE	134.82
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	PRO-SHOP	136.00
	PGC INTERBAY LLC		PRO-SHOP	240.00
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	254.05
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	PRO-SHOP	283.76
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	353.13
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	PRO-SHOP	358.16
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	MAINTENANCE	516.19
	PGC INTERBAY LLC	PROFESSIONAL SERVICES	GOLF COURSE	577.00
	PGC INTERBAY LLC		MAINTENANCE	988.56
	PGC INTERBAY LLC		MAINTENANCE	1,050.68
	PGC INTERBAY LLC		MAINTENANCE	2,975.79
	PGC INTERBAY LLC		MAINTENANCE	3,032.98
	PGC INTERBAY LLC	GOLF COURSE PAYROLL	PRO-SHOP	4,832.56
	PGC INTERBAY LLC		MAINTENANCE	6,728.96
115442	PICK OF THE LITTER	GRAPHIC DESIGN	OPERA HOUSE	315.00
115443	PIERCE, SUSAN	REFUND CLASS FEES	PARKS-RECREATION	18.00
	PIERCE, SUSAN		PARKS-RECREATION	18.00
	PIERCE, SUSAN		PARKS-RECREATION	18.00
115444	PILCHUCK RENTALS	FILTERS, BLADES AND STARTER RO	SMALL ENGINE SHOP	219.62
	PILCHUCK RENTALS	MOWER PARTS	SMALL ENGINE SHOP	273.51
	PILCHUCK RENTALS	GENERATORS AND COVERS	ROADWAY MAINTENANCE	2,205.95
115445	PLATT ELECTRIC	POWER SUPPLY AND TAPE	SOLID WASTE OPERATIONS	11.73
	PLATT ELECTRIC		MAINT OF GENL PLANT	11.73
	PLATT ELECTRIC	POWER SUPPLY	PUBLIC SAFETY BLDG	12.59
	PLATT ELECTRIC	CIRCUIT TESTER	COMMUNITY DEVELOPMENT-	43.92
	PLATT ELECTRIC		COMMUNITY DEVELOPMENT-	43.92
	PLATT ELECTRIC	PED CROSSING SUPPLIES	TRANSPORTATION MANAGEM	59.56
	PLATT ELECTRIC	RELAY TIMERS AND PIN BASES	WASTE WATER TREATMENT F	338.61
115446	PRASAD, SATYA	UB 624907000000 4907 106TH ST	WATER/SEWER OPERATION	21.08
115447	PREMIER GOLF CENTERS	2016 GROWTH INCENTIVE	GOLF ADMINISTRATION	2,294.89
115448	PREMIER SILICA LLC	SAND	WATER/SEWER OPERATION	-851.99
	PREMIER SILICA LLC		WASTE WATER TREATMENT F	10,214.49
115449	PROVIDENCE EVERETT M	INMATE MEDICAL CARE	DETENTION & CORRECTION	4,437.92
115450	PUD	ACCT #2049-3331-1	PUMPING PLANT	15.58
	PUD	ACCT #2013-8099-5	PUMPING PLANT	15.79
	PUD	ACCT #2021-7786-1	PUMPING PLANT	17.18
	PUD	ACCT #2048-7913-4	TRAFFIC CONTROL DEVICES	65.36
	PUD	ACCT #2202-9862-4	STREET LIGHTING	66.99
	PUD	ACCT #2203-3923-8	TRAFFIC CONTROL DEVICES	68.55
	PUD	ACCT #2026-8910-5	WASTE WATER TREATMENT F	101.26
	PUD	ACCT 32211-1593-4	MAINT OF GENL PLANT	102.40
	PUD	ACCT #2024-9063-7	SEWER LIFT STATION	110.61
	PUD	ACCT #2022-9433-6	STREET LIGHTING	147.12
	PUD	ACCT #2207-3128-5	STREET LIGHTING	148.65
	PUD	ACCT #2025-7232-7	STREET LIGHTING	158.90
	PUD	ACCT #2020-3007-8	TRANSPORTATION MANAGEM	179.11
	PUD	ACCT #2023-6819-7	PUMPING PLANT	195.22
	PUD	ACCT #2024-6155-4	SEWER LIFT STATION	650.43
	PUD	ACCT #2001-6459-8	SOURCE OF SUPPLY	1,075.38
115451	PUGET SOUND ENERGY	ACCT #220002768939	PUBLIC SAFETY BLDG	48.91
	PUGET SOUND ENERGY	ACCT #200024981520	COMMUNITY CENTER	89.64
	PUGET SOUND ENERGY	ACCT #200007781657	GOLF ADMINISTRATION	111.11

**CITY OF MARYSVILLE  
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<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115451	PUGET SOUND ENERGY	ACCT #200007052364	MAINT OF GENL PLANT	170.66
	PUGET SOUND ENERGY	ACCT #200023493808	CITY HALL	436.75
	PUGET SOUND ENERGY	ACCT #200004804056	COURT FACILITIES	487.68
	PUGET SOUND ENERGY	ACCT #2200092074345	OPERA HOUSE	534.67
	PUGET SOUND ENERGY	ACCT #200013812314	MAINT OF GENL PLANT	1,143.10
	PUGET SOUND ENERGY	ACCT #200010703029	PUBLIC SAFETY BLDG	1,455.28
115452	PUGET SOUND SECURITY	KEYS MADE	WASTE WATER TREATMENT F	14.73
115453	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #303211	UTIL ADMIN	194.55
	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #303212	UTIL ADMIN	194.55
	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #303213	UTIL ADMIN	194.55
	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #303214	UTIL ADMIN	194.55
	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #303215	UTIL ADMIN	194.55
	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #303216	UTIL ADMIN	194.55
	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #500352	UTIL ADMIN	194.55
	RAILROAD MANAGEMENT	PIPELINE LICENSE FEES #302877	UTIL ADMIN	597.02
115454	RAY ALLEN MANUFACTUR	K-9 LEAD	GENERAL FUND	-10.25
	RAY ALLEN MANUFACTUR		K9 PROGRAM	122.83
115455	RH2 ENGINEERING INC	PROFESSIONAL SERVICES	WATER CAPITAL PROJECTS	16,671.58
115456	ROMAINE ELECTRIC	ALTERNATOR	EQUIPMENT RENTAL	156.18
115457	ROTH, ALLAN	UTILITY TAX REBATE	NON-DEPARTMENTAL	16.48
115458	ROY ROBINSON	RELAY	EQUIPMENT RENTAL	68.72
	ROY ROBINSON	BRAKE ROTORS	ER&R	530.66
115459	SCCIT	2017 MEMBERSHIP DUES-LAYCOCK	ENGR-GENL	500.00
115460	SCIENTIFIC SUPPLY	THERMOMETER	WASTE WATER TREATMENT F	120.55
115461	SCWBOA	BASKETBALL REFEREES	RECREATION SERVICES	3,601.00
115462	SECURITY GATES	REFUND ELECTRICAL PERMIT FEES	COMMUNITY DEVELOPMENT	237.25
115463	SHRED-IT US	MONTHLY SHREDDING SERVICE	UTIL ADMIN	4.56
	SHRED-IT US		ENGR-GENL	4.56
	SHRED-IT US		COMMUNITY DEVELOPMENT-	4.56
	SHRED-IT US		LEGAL - PROSECUTION	11.19
	SHRED-IT US		EXECUTIVE ADMIN	11.20
115464	SIX ROBBLEES INC	D-RING	EQUIPMENT RENTAL	91.64
115465	SKYLES-JONES, GRANT	UB 987310390000 7310 39TH PL N	WATER/SEWER OPERATION	24.80
115466	SMITH, MARABELLE	UTILITY TAX REBATE	NON-DEPARTMENTAL	44.14
115467	SNO CO SUPERIOR	1612 1ST STREET PURCHASE	GMA - STREET	265,000.00
115468	SNO CO TREASURER	CRIME VICTIM/WITNESS FUNDS	CRIME VICTIM	1,005.97
115469	SNO CO TREASURER	INMATE PRESCRIPTIONS	DETENTION & CORRECTION	73.17
115470	SNOPAC	DISPATCH SERVICES	COMMUNICATION CENTER	81,868.03
115471	SOLID WASTE SYSTEMS	DAMAGE REPAIR #J025	SOLID WASTE OPERATIONS	4,595.18
115472	SONITROL	SECURITY MONITORING SERVICE	UTIL ADMIN	139.00
	SONITROL		COMMUNITY CENTER	149.00
	SONITROL		PUBLIC SAFETY BLDG	168.00
	SONITROL		PARK & RECREATION FAC	276.00
	SONITROL		MAINT OF GENL PLANT	303.00
	SONITROL		CITY HALL	348.00
	SONITROL		WASTE WATER TREATMENT F	514.19
115473	SOUND SAFETY	BOOT EXCHANGE-AKAU	UTIL ADMIN	36.36
	SOUND SAFETY	JEANS-STROPE	UTIL ADMIN	117.39
	SOUND SAFETY	JEANS-HAYES	GENERAL SERVICES - OVERF	127.76
	SOUND SAFETY	JEANS-FREEMAN	UTIL ADMIN	156.98
	SOUND SAFETY	BOOTS-SCOTT	EQUIPMENT RENTAL	157.85
	SOUND SAFETY	JEANS-MILLER	UTIL ADMIN	158.18
	SOUND SAFETY	JEANS-KING	UTIL ADMIN	163.64
	SOUND SAFETY	JEANS-WATSON	UTIL ADMIN	173.46
	SOUND SAFETY	BOOTS-HAYES	GENERAL SERVICES - OVERF	177.94
	SOUND SAFETY	BOOTS-STROPE	UTIL ADMIN	192.74
	SOUND SAFETY	BOOTS-FREEMAN	UTIL ADMIN	200.00
	SOUND SAFETY	BOOTS-MILLER	UTIL ADMIN	200.00
	SOUND SAFETY	BOOTS-WATSON	UTIL ADMIN	200.00
	SOUND SAFETY	BOOT, JEANS & BOOT SAVERS-NORS	FACILITY MAINTENANCE	237.89
	SOUND SAFETY	JEANS & BOOTS-AKAU	UTIL ADMIN	266.56

**CITY OF MARYSVILLE  
 INVOICE LIST  
 FOR INVOICES FROM 3/9/2017 TO 3/15/2017**

<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115473	SOUND SAFETY	JEANS & BOOTS-BROWN	UTIL ADMIN	308.33
	SOUND SAFETY	JEANS & BOOTS-BUELL, J	UTIL ADMIN	314.77
	SOUND SAFETY	JEANS & BOOTS-BRYANT, S	UTIL ADMIN	323.29
	SOUND SAFETY	JEANS & BOOTS-FILORI	UTIL ADMIN	337.10
	SOUND SAFETY	JACKETS AND SHIRTS	ER&R	347.10
	SOUND SAFETY	EARPLUGS AND BOOT SAVERS	ER&R	401.65
	SOUND SAFETY	GLOVES	ER&R	434.65
	SOUND SAFETY	JEANS, BOOTS, JACKET, SAFETY G	STORM DRAINAGE	506.05
115474	SPARR, RICK	REIMBURSE ANTI-BULLYING SUPPLI	YOUTH SERVICES	107.99
115475	SRV CONSTRUCTION	PAY ESTIMATE #3	SURFACE WATER CAPITAL PF254,	266.05
115476	STAPLES	OFFICE SUPPLIES	UTIL ADMIN	4.68
	STAPLES		STORM DRAINAGE	23.73
	STAPLES		UTIL ADMIN	26.56
	STAPLES		ENGR-GENL	26.57
	STAPLES		UTIL ADMIN	27.05
	STAPLES		ENGR-GENL	33.54
	STAPLES		UTIL ADMIN	33.55
	STAPLES		COMMUNITY DEVELOPMENT-	66.15
	STAPLES		PERSONNEL ADMINISTRATIOI	207.88
	STAPLES		ROADWAY MAINTENANCE	232.58
115477	STRATEGIES 360	PROFESSIONAL SERVICES	GENERAL SERVICES - OVERH	4,125.00
	STRATEGIES 360		WASTE WATER TREATMENT F	4,125.00
	STRATEGIES 360		UTIL ADMIN	5,500.00
115478	STRAWBERRY LANES	INSTRUCTOR SERVICES	RECREATION SERVICES	269.50
115479	SUPPLYWORKS	HAND CLEANER	MAINT OF GENL PLANT	80.17
	SUPPLYWORKS		MAINT OF GENL PLANT	80.17
	SUPPLYWORKS	JANITORIAL SUPPLIES	WASTE WATER TREATMENT F	127.87
	SUPPLYWORKS		MAINT OF GENL PLANT	160.33
	SUPPLYWORKS	DEGREASER	ER&R	160.49
	SUPPLYWORKS	JANITORIAL SUPPLIES	CITY HALL	201.86
	SUPPLYWORKS		COURT FACILITIES	242.37
	SUPPLYWORKS		PUBLIC SAFETY BLDG	313.27
	SUPPLYWORKS		MAINT OF GENL PLANT	325.24
	SUPPLYWORKS		UTIL ADMIN	346.08
115480	SWICK-LAFAVE, JULIE	REIMBURSE JAIL SUPPLIES	DETENTION & CORRECTION	63.76
115481	SYKES, CASSANDRA	INSTRUCTOR SERVICES	COMMUNITY CENTER	92.00
	SYKES, CASSANDRA		COMMUNITY CENTER	138.00
	SYKES, CASSANDRA		COMMUNITY CENTER	184.00
115482	SYSTEMS INTERFACE	TREATMENT PLANT CONTROLS	PUMPING PLANT	589.14
115483	TRANSPORTATION, DEPT	PROJECT COSTS	GMA-PARKS	240.90
	TRANSPORTATION, DEPT	GUARDRAIL REPAIR @ 156TH ST	ROADWAY MAINTENANCE	796.78
	TRANSPORTATION, DEPT	DE-ICER	SNOW & ICE CONTROL	1,234.26
	TRANSPORTATION, DEPT	PROJECT COSTS	GMA - STREET	1,373.65
115484	TRI-STATE TRUCK	GRADER BLADES AND HYDRAULIC CY	ER&R	-166.40
	TRI-STATE TRUCK		EQUIPMENT RENTAL	1,994.92
115485	ULINE	STEEL DRUMS	SIDEWALKS MAINTENANCE	2,314.51
115486	UNITED PARCEL SERVIC	SHIPPING EXPENSE	TRANSPORTATION MANAGEM	8.81
	UNITED PARCEL SERVIC		POLICE PATROL	35.93
115487	USA BLUEBOOK	LAB SUPPLIES	WASTE WATER TREATMENT F	595.41
115488	UTILITIES UNDERGROUN	EXCAVATION NOTICES	UTILITY LOCATING	287.98
115489	VAN DAM'S ABBEY	NEW DESK TOPS INSTALLED	MAINT OF GENL PLANT	994.99
	VAN DAM'S ABBEY		SOLID WASTE OPERATIONS	994.99
115490	VAN SOEST, JOHN	UTILITY TAX REBATE	NON-DEPARTMENTAL	78.05
115491	VERIZON	AMR LINES	METER READING	254.89
115492	VISCO INC	CAST ALUMINUM BASE	CITY STREETS	-349.90
	VISCO INC		STREET LIGHTING	4,194.90
115493	VOGAN, MARIELLA	UTILITY TAX REBATE	UTIL ADMIN	40.00
	VOGAN, MARIELLA		NON-DEPARTMENTAL	55.61
	VOGAN, MARIELLA		UTIL ADMIN	149.10
115494	WA STATE TREASURER	PUBLIC SAFETY & BLDG REVENUE	GENERAL FUND	187.00
	WA STATE TREASURER		GENERAL FUND	37,498.70

**CITY OF MARYSVILLE  
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<u>CHK #</u>	<u>VENDOR</u>	<u>ITEM DESCRIPTION</u>	<u>ACCOUNT DESCRIPTION</u>	<u>ITEM AMOUNT</u>
115495	WASTE MANAGEMENT	RECYCLE/YARDWASTE SERVICE	RECYCLING OPERATION	114,497.24
115496	WEBCHECK	WEBCHECK SERVICES	UTILITY BILLING	1,139.00
115497	WEED GRAAFSTRA	LEGAL SERVICES	GMA - STREET	547.20
	WEED GRAAFSTRA		GMA - STREET	869.00
115498	WESTERN GRAPHICS	CITY LOGOS FOR VEHICLES	ER&R	1,067.79
115499	WESTERN PETERBILT	DRIVE PULLEY	EQUIPMENT RENTAL	125.59
	WESTERN PETERBILT	SENSOR	EQUIPMENT RENTAL	198.91
	WESTERN PETERBILT	REPAIR #J030	EQUIPMENT RENTAL	2,107.18
115500	WESTERN SYSTEMS	GUTTER BROOMS	STREET CLEANING	556.41
115501	WFOA	BARS-GAAP BASIS TRAINING-SALYE	UTIL ADMIN	125.00
115502	WHISTLE WORKWEAR	JEANS-POTTER	GENERAL SERVICES - OVERH	106.11
	WHISTLE WORKWEAR	JEANS-BRYANT, R	UTIL ADMIN	126.75
	WHISTLE WORKWEAR	BOOTS-KING	UTIL ADMIN	181.81
	WHISTLE WORKWEAR	BOOTS-BRYANT	UTIL ADMIN	196.55
115503	WHITE CAP CONSTRUCT	SILT FENCE	ROADSIDE VEGETATION	371.77
115504	YAMAHA MOTOR CORP	GOLF CART LEASE	GOLF ADMINISTRATION	2,428.80
115505	YARGUS, DOROTHY	UTILITY TAX REBATE	NON-DEPARTMENTAL	65.10

**WARRANT TOTAL: 1,959,965.79**

**REASON FOR VOIDS:**

- UNCLAIMED PROPERTY
- INITIATOR ERROR
- WRONG VENDOR
- CHECK LOST/DAMAGED IN MAIL

# *Index #5*

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

AGENDA ITEM: Payroll	AGENDA SECTION:	
PREPARED BY: Sandy Langdon, Finance Director	AGENDA NUMBER:	
ATTACHMENTS: Blanket Certification	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

**RECOMMENDED ACTION:**

The Finance and Executive Departments recommend City Council approve the March 3, 2017 payroll in the amount \$1,736,424.22, EFT Transactions and Check No.'s 30597 through 30630.

**COUNCIL ACTION:**



# *Index #6*

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

AGENDA ITEM: Payroll	AGENDA SECTION:	
PREPARED BY: Sandy Langdon, Finance Director	AGENDA NUMBER:	
ATTACHMENTS: Blanket Certification	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

**RECOMMENDED ACTION:**

The Finance and Executive Departments recommend City Council approve the March 20, 2017 payroll in the amount \$1,174,254.62, EFT Transactions and Check No.'s 30631 through 30659.

**COUNCIL ACTION:**

# *Index #7*

**CITY OF MARYSVILLE**  
**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

AGENDA ITEM: Community Development Block Grant – Program Year 2017 Annual Action Plan and Citizen Participation Plan Amendment	AGENDA SECTION: Public Hearing	
PREPARED BY: Amy Hess, Associate Planner	APPROVED BY:	
ATTACHMENT: 1. Citizen Advisory Committee AAP Recommendation 2. PY2017 Annual Action Plan Executive Summary 3. Citizen Participation Plan Amendment		
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

**DESCRIPTION:**

On February 8, 2016, Marysville City Council affirmed the Citizen Advisory Committees (CAC) CDBG Program Year (PY) 2016-2017 funding allocations and directed staff to prepare a PY2016 Annual Action Plan (AAP).

Staff prepared a DRAFT PY2017 AAP that was made available for 30-day public review and comment from February 4, 2017 – March 10, 2017. No public comments related to the AAP or CPP amendment were received. The PY2017 AAP provides specific housing and community development actions in accordance with the adopted 2015-2019 Consolidated Plan. No changes in the approved funding were recommended by the CAC. At this time the City of Marysville has not received its final funding allocation from the U.S. Department of Housing and Urban Development (HUD). The award amounts listed in Exhibit A are contingent upon the level of funding awarded to the City of Marysville and may be increased or decreased depending on the final CDBG allocation.

Additionally, an amendment to the Citizen Participation Plan (CPP) is required in order to incorporate new obligations related to Affirmatively Furthering Fair Housing and citizen participation in the development of an Assessment of Fair Housing (AFH).

The CAC held a public meeting on January 25, 2017, in review of the Draft PY2017 AAP and CPP amendment. On March 7, 2017 the CAC reviewed the Draft PY2017 AAP and CPP amendment and made a recommendation to approve as presented. The full PY2017 AAP can be viewed [here](#).

**RECOMMENDED ACTION:**

Approve the Program Year 2017 Annual Action Plan and Citizen Participation Plan amendment, as recommended by the Citizen Advisory Committee on March 7, 2017, provide a summary of, and response to any comments received during the public hearing into the Program Year 2017 Annual Action Plan, and direct staff to forward Program Year 2017 Annual Action Plan to the U.S. Department of Housing and Urban Development.

**COUNCIL ACTION:**



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

## CDBG - PY2017 Funding Recommendation

The Citizen Advisory Committee (CAC) for Housing and Community Development, having held a public meeting, on January 25, 2017, in review of Program Year (PY) 2017 Community Development Block Grant (CDBG) Annual Action Plan (AAP) and Citizen Participation Plan (CPP) Amendment, in accordance with the City of Marysville 2015 – 2019 Consolidated Plan that was approved by the U.S. Department of Housing and Urban Development (HUD), and having provided notice of 30-day public comment for the DRAFT PY2017 CDBG AAP and CPP Amendment on February 4, 2017, does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

### FINDINGS:

1. The CDBG program applications for PYs 2016 & 2017 were released on November 17, 2015 with a submittal deadline of December 18, 2015.
2. On January 19, 2016, the CAC recommended three (3) Capital Projects and four (4) Public Service organizations receive CDBG funding for PY2016.
3. On February 8, 2016 Marysville City Council affirmed the CAC recommendation and funding allocation for PY2016 and PY2017 and directed Staff to notify PY2016 and PY2017 subrecipients of the funding recommendation and prepare a PY2017 CDBG AAP.
4. An amendment to the CPP was required in order to incorporate new obligations related to Affirmatively Furthering Fair Housing and citizen participation in the development of an Assessment of Fair Housing (AFH).
5. The DRAFT PY2017 CDBG AAP and CPP Amendment were made available for public review and comment from February 4, 2017 through March 10, 2017.
6. One public comment was received, but was related to the Assessment of Fair Housing Plan that the City will submit to HUD in 2019. The CAC recommends Staff incorporate any additional comments received into the PY2017 AAP or Final CPP, as appropriate.
7. At this time the City of Marysville has not received its final funding allocation from the U.S. Department of Housing and Urban Development (HUD). The award amounts listed in Exhibit A are contingent upon the level of funding awarded to the City of Marysville and may be increased or decreased depending on the final CDBG allocation.
8. The CAC held a public meeting on March 7, 2017 to review the PY2017 CDBG AAP and CPP Amendment and make a recommendation to City Council.

### CONCLUSIONS:

At the public meeting, held on March 7, 2017, the CAC recommended Marysville City Council approve the PY2017 CDBG AAP and amend the CPP, as presented.

**RECOMMENDATION:**

Forwarded to the Marysville City Council as a Recommendation to approve the PY2017 CDBG AAP attached hereto and amend the CPP, this **7<sup>th</sup> day of March, 2017.**

By:   
Daryn Bundy, CAC Chair *Vice Chair*

## EXHIBIT A

Organization	Activity	PY2017 CAC Recommendation
<b>CAPITAL PROJECTS (65% minimum)</b>		
City of Marysville Public Works	Quinn Ave Sidewalk Improvement	\$146,000
Senior Services of Snohomish County	Minor Home Repair	\$81,000
<b>TOTAL (66.80%)</b>		<b>\$227,000</b>
Organization	Activity	PY2017 CAC Recommendation
<b>PUBLIC SERVICES \$51,000 (15% maximum)</b>		
Senior Services of Snohomish County	Meals on Wheels	\$15,000
Catholic Community Services	Volunteer Chore Services	\$5,000
Housing Hope	Beachwood Apartments	\$15,000
Marysville Community Food Bank	Food for Thought Backpack Program	\$15,000
<b>TOTAL (14.49%)</b>		<b>\$50,000</b>
Organization	Activity	PY2017 CAC Recommendation
<b>ADMINISTRATION (20% maximum)</b>		
City of Marysville	Planning and Administration	\$68,000
<b>TOTAL (19.71%)</b>		<b>\$68,000</b>
<b>TOTAL FUNDS ANTICIPATED</b>		<b>\$345,000</b>

# Program Year 2017 DRAFT Annual Action Plan

## Executive Summary

### City of Marysville

**Community Development Department**

80 Columbia Avenue  
Marysville, WA 98270  
360.363.8100  
marysvillewa.gov





## ***Executive Summary***

Each year of the Consolidated Plan, the City is required to develop an Annual Action Plan, which outlines the specific projects and funding allocations for the program year. Funded projects and activities are designed to support the strategies and objectives described in the Strategic Plan.

### ***Evaluation of past performance***

There has been great success in assisting underserved populations with household repairs and chores which enables them to retain their independence and remain in their homes. Over 100 individuals benefited from the CDBG funds allocated to the agencies which provide minor home repair and chore services to low-income seniors and disabled persons. The agencies are providing a much needed service and acting in a timely manner.

Another need that has been served by the allocation of CDBG funds has been assistance to homeless and at risk of homelessness individuals and families. For each of the Program Years that have been completed, 70 individuals (20 families) had access to transitional housing as well as supportive services to aid them in moving towards securing permanent housing.

The Marysville Food Bank Backpack program was very successful in providing nutritious meals to low income children throughout the City. With CDBG funds, the program was able to expand from only Elementary schools to all of the middle and high schools within the City, providing nearly 600 meals. Sixteen low income senior and disabled adults were provided with nutritious meals at their homes, alleviating the stress and health issues associated with food insecurity.

The SR528 pedestrian crossing project is on schedule to be completed by early spring. The Comeford Park Pavilion project is slated to begin in spring and be completed by summer. These projects improve access to improved facilities for low-moderate income individuals.

### ***Annual Action Plan Activities***

The biennial grant application release was completed in September of 2016. On January 5, 2016 the CAC held a public meeting allowing each applicant to present their proposed projects. The CAC held an additional public meeting on January 19, 2016 in order to evaluate each application in accordance with the scoring criteria outlined in the capital project and public service applications and make a funding recommendation to City Council for both the 2016 and 2017 Program Years.

The following activities were awarded PY2017 funds and are included in the 2017 Annual Action Plan (AAP):

Organization	Activity	PY2017 CAC Recommendation
<b>CAPITAL PROJECTS (65% minimum)</b>		
City of Marysville Public Works	Quinn Ave Sidewalk Improvement	\$146,000
Senior Services of Snohomish County	Minor Home Repair	\$81,000
<b>TOTAL (66.80%)</b>		<b>\$227,000</b>

Organization	Activity	PY2017 CAC Recommendation
<b>PUBLIC SERVICES \$51,000 (15% maximum)</b>		
Senior Services of Snohomish County	Meals on Wheels	\$15,000
Catholic Community Services	Volunteer Chore Services	\$5,000
Housing Hope	Beachwood Apartments	\$15,000
Marysville Community Food Bank	Food for Thought Backpack Program	\$15,000
<b>TOTAL (14.49%)</b>		<b>\$50,000</b>

Organization	Activity	PY2017 CAC Recommendation
<b>ADMINISTRATION (20% maximum)</b>		
City of Marysville	Planning and Administration	\$68,000
<b>TOTAL (19.71%)</b>		<b>\$68,000</b>
<b>TOTAL FUNDS ANTICIPATED</b>		<b>\$345,000</b>

### ***2015-2019 Strategic Plan***

The five-year strategies and objectives set forth in this Consolidated Plan to help address local priority housing and community development needs are outlined below. The activities allocated PY2017 funds support these strategies and objectives.

<b>Affordable Housing</b>	
Housing Strategy 1 (AHS-1)	Enable homeowners to remain in their homes, primarily benefiting seniors, persons with disabilities, and very low-income persons
Housing Objective 1 (AHO-1)	Provide assistance for improving the safety and accessibility of housing units that benefit seniors and persons with physical or developmental disabilities
Housing Objective 2 (AHO-2)	Assist very low-, low-, and moderate-income homeowners improve the safety of their homes, with priority given to very low-income households
Housing Strategy 2 (AHS-2)	Preserve and increase the affordable housing stock
Housing Objective 3 (AHO-3)	Provide incentives to public, private, and nonprofit partners to retain, maintain, and/or expand the affordable housing stock
<b>Homeless</b>	
Homeless Strategy 1 (HMS-1)	Work to reduce and end homelessness
Homeless Objective 1 (HMO-1)	Assist persons at risk of becoming homeless by providing support for homeless prevention programs
Homeless Objective 2 (HMO-2)	Assist homeless persons in the transition to self-sufficiency by supporting transitional, permanent supportive, and permanent affordable housing and related services, giving priority to families
Homeless Objective 3 (HMO-3)	Support emergency shelters meeting the needs of homeless Marysville families or runaway youth
Homeless Strategy 2 (HMS-2)	Promote production of a local emergency shelter for families
<b>Non-homeless Special Needs</b>	
Special Needs Strategy 1 (SNS-1)	Support an environment that allows special needs populations to safely live with dignity and independence
Special Needs Objective 1 (SNO-1)	Provide support for housing and social services programs that enable special needs populations to safely live with dignity and independence
<b>Community Development</b>	
Community Development Strategy 1 (CDS-1)	Promote a suitable living environment, dignity, self-sufficiency, and economic advancement for low- and moderate-income persons
Community Development Strategy 2 (CDS-2)	Promote living wage job creation and retention that benefits low- and moderate-income individuals
Public Facilities Objective 1 (PFO-1)	Improve the safety and livability of low- and moderate-income neighborhoods by addressing service gaps in public facilities
Public Facilities Objective 2	Eliminate blighting influences and the deterioration of property and

(PFO-2)	facilities in low- and moderate-income areas by providing funds for rehabilitation
Public Facilities Objective 3 (PFO-3)	Increase access to quality public and private facilities in low- and moderate-income areas by providing funds for rehabilitation
Infrastructure Objective 1 (INO-1)	Improve the safety and livability of low- and moderate-income neighborhoods by addressing service gaps in infrastructure
Public Services Objective 1 (PSO-1)	Invest in public services concerned with employment, particularly of low- and moderate-income individuals
Public Services Objective 2 (PSO-2)	Support programs that provide homeless, special needs, and low-income populations with basic needs and access to essential services, such as transportation, health care, childcare, case management, and legal assistance
Economic Development Objective 1 (EDO-1)	Provide support for the establishment, stabilization, and expansion of small businesses (including micro-businesses) that benefit low- and moderate-income individuals

As the City pursues these strategies and objectives over the next year, the affordability of decent rental and owned housing units for Marysville’s low- and moderate-income residents, as well as the availability and accessibility of decent housing for people who are homeless or have special needs, should increase. Continued support for public services should aid in the availability, accessibility, and sustainability of a suitable living environment for low- and moderate-income residents. Additional public facility and infrastructure improvements will add to the availability, accessibility and sustainability of a suitable living environment for low-and moderate income residents.

# City of Marysville

## Citizen Participation Plan

### *The City's Role*

~~Beginning in fiscal year (FY) 2012, the City of Marysville will receive an annual allocation of Community Development Block Grant (CDBG) funds through the U.S. Department of Housing and Urban Development (HUD). CDBG funds are administered through the City's Community Development Department. In accordance with federal guidelines, CDBG funds are provided to projects that meet a national objective and carry out an eligible activity. The amount available for allocation varies. The allocated CDBG funds for FY 2012 are estimated to be \$217,914.~~

The Citizen Advisory Committee (CAC) for Housing and Community Development serves in an advisory capacity to City staff, the Mayor, and City Council. Based on the anticipated allocation from HUD, and with support from the City's Community Development Department, the CAC evaluates and makes funding recommendations in the form of an Annual Action Plan to the City Council. In addition to making annual funding recommendations, the CAC also evaluates and provides a recommendation to City Council on the Consolidated Plan and substantial amendments, [the Assessment of Fair Housing plan \(AFH\)](#), and reviews program performance reports. Prior to formation of the CAC, these functions were performed by the Planning Commission.

### *Purpose*

The purpose of the Citizen Participation Plan (CPP) is to provide for and encourage citizens to participate in the development of the Consolidated Plan, [the Assessment of Fair Housing plan](#), any substantial amendments to the Consolidated Plan [or revisions to the AFH](#), and the performance and evaluation reporting. The CPP is designed especially to encourage participation by low- and moderate-income persons, particularly those living in slum and blighted areas and in areas where CDBG funds are proposed to be used and by residents of predominantly low- and moderate-income neighborhoods, as defined by the City of Marysville. The CPP encourages the participation of all citizens within the City of Marysville, including racially and ethnically diverse populations and non-English speaking persons, as well as persons with disabilities.

[The City encourages participation with local and regional institutions, including but not limited to, Snohomish County, City of Everett, local Public Housing Authorities, community and faith-based organizations, and local non-profit groups in the development and implementation of the Consolidated Plan as well as the AFH.](#)

The CPP provides citizens with a reasonable opportunity to comment on the citizen participation plan and on substantial amendments to it. The CPP will be made generally available in a format accessible to persons with disabilities, upon request.

## ***Citizen Comments and Amendments to the CPP***

Proposed amendments to the CPP will be subject to a public comment period prior to being acted upon by the Community Development Department. Notice will be publicized in the following ways:

- Proposed CPP amendments will be -advertised in the Marysville Globe 30-days prior to being acted upon
- Notice of the proposed CPP amendment will be sent electronically to the mailing list of interested agencies and persons maintained by the Community Development Department

Copies of the proposed CPP amendments, together with a copy of the full text of the existing CPP, will be available to the public on the City of Marysville's web page and in hard copy upon request. The material will be made available in a format accessible to persons with disabilities upon request.

Staff will evaluate comments received and maintain a record of written comments and testimony. The CAC will provide a recommendation to Marysville City Council on the amendments. Such recommendation may be adopted, rejected, or remanded to the CAC for additional work. If remanded for additional work, the revised amendments will be subject to the public comment process outlined above.

## ***Development of the Consolidated Plan and Assessment of Fair Housing Plan***

The City of Marysville wishes to ensure the participation of all interested and affected parties in development of ~~both~~ the five-year Consolidated Plan, the AFH, and the annual actions plans which implement it. Before the City of Marysville adopts a consolidated plan, ~~or~~ annual plan, or AFH, the Community Development Department will make available to citizens, public and nonprofit agencies, units of local government and other interested parties information that includes the amount of assistance the City expects to receive and the range of activities that may be undertaken, including the estimated amount that will benefit persons of low- and moderate-income, and goals and strategies to affirmatively further fair housing. This will be accomplished by:

- Advertising in the Marysville Globe
- Sending electronic notice to the mailing list of interested agencies and persons maintained by the Community Development Department
- Posting notice on the City's web page
- Maintaining the information for public inspection at the Community Development Department
- E-mailing or mailing the information to agencies and individuals upon request
- Explore alternative techniques to encourage citizen participation, including use of focus groups and neighborhood meetings

The information will be made available in a format accessible to persons with disabilities, and non-English speaking residents, upon request.

### ***Publication of the DRAFT Consolidated Plan and Assessment of Fair Housing Plan***

The City of Marysville will publish the DRAFT ~~Consolidated Plan~~ plans in a manner that affords citizens, public agencies and other interested parties a reasonable opportunity to examine ~~its~~ their contents and to submit comments. This will be accomplished by:

- Publishing a summary of the proposed ~~Consolidated Plan~~s in the Marysville Globe
- Sending a summary electronically to the mailing list of interested agencies and persons maintained by the Community Development Department
- Making copies of the proposed ~~Consolidated Plan~~s available at:
  - Marysville Public Library
  - City Clerk's office
  - Community Development Department
  - City of Marysville's web page

The ~~summary~~ iesy will describe the contents and purpose of the ~~Consolidated Plan~~s and will include a list of the locations where copies of the entire proposed ~~Consolidated Plan~~s may be examined. In addition, the City of Marysville will provide a reasonable number of free copies of the ~~plans~~ plans to citizens and groups that request it. The plan will be made available in a format accessible to persons with disabilities, and non-English speaking residents, upon request.

The City will make available HUD-provided data, and any other supplemental data the City plans to incorporate into the AFH, as soon as is feasible after the notice of publication is issued.

### ***Public Comment on the DRAFT Consolidated Plan and Assessment of Fair Housing Plan***

The City will accept comments from citizens on the proposed ~~Consolidated Plan~~s for a period of not less than 30 days beginning with the date of official publication of the plan ~~summary~~ summaries. The City will consider any comments or views of citizens received in writing, or orally at the public hearings, in preparing the final ~~Consolidated Plan~~s. A summary of these comments or views and a summary of any comments or views not accepted and the reason therefore, will be attached to the final ~~Consolidated Plan~~s.

## ***Amendments to the Consolidated Plan***

From time to time it is necessary to amend the Consolidated Plan. Amendments are characterized as either substantial or non-substantial and the City's policies for public participation differ for the two amendment categories.

"Substantial amendment" is defined as any change in the purpose, a major change in the scope of an activity or a change in the beneficiaries, and the addition of a new activity or deletion of an approved activity. In addition, any action that changes the number or identity of the probable beneficiaries of an activity by more than 25% of their originally represented number will usually be considered a substantial change.

Changes in the City's budgeted costs of program planning and administration, which are limited by Federal statute and regulation to certain defined percentages of the HUD grants, are not treated as a substantial amendment.

The City of Marysville will provide citizens with reasonable notice of and an opportunity to comment on substantial amendments. Notice of intent to enact a substantial amendment to the Consolidated Plan will be accomplished by:

- Publishing a summary of the proposed Consolidated Plan amendments in the Marysville Globe
- Sending a summary electronically to the mailing list of interested agencies and persons maintained by the Community Development Department
- Making copies of the proposed Consolidated Plan amendments available at:
  - Marysville Public Library
  - City Clerk's office
  - Community Development Department
  - City of Marysville's web page

The notice will describe the content and purpose of the amendment. The notice will be made available in a format accessible to persons with disabilities, and non-English speaking residents, upon request.

The City will accept comments on the substantial amendment for a period of not less than 30 days beginning with the date of official notice of intent. The City will consider any comments or views of citizens received in writing, or orally at the public hearings, if any, in preparing the substantial amendment of the Consolidated Plan. A summary of these comments or views and a summary of any comments or views not accepted and the reason therefore, will be attached to the substantial amendment of the Consolidated Plan. Substantial amendments will be transmitted to HUD upon adoption by City Council.

Non-substantial amendments are considered by their nature to be routine programmatic actions and do not require public notice. They will become part of the administrative record and will be available for



public inspection on request at the Community Development Department. Non-substantial amendments will be transmitted to HUD at the end of the program year.

### **Revisions to the Assessment of Fair Housing Plan**

From time to time it is necessary to revise the AFH plan. An AFH previously accepted by HUD must be revised and submitted to HUD for review under the following circumstances:

- A material change occurs. A “Material Change” is defined as a change in circumstances in the jurisdiction of a program participant that affects the information on which the AFH is based to the extent that the analysis, the fair housing contributing factors, or the priorities and goals of the AFH no longer reflect actual circumstances. Examples include Presidentially declared disasters, under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.), in the program participant's area that are of such a nature as to significantly impact the steps a program participant may need to take to affirmatively further fair housing; significant demographic changes; new significant contributing factors in the participant's jurisdiction; and civil rights findings, determinations, settlements (including Voluntary Compliance Agreements), or court orders; or
- Upon HUD's written notification specifying a material change that requires the revision.

A revision may not necessarily require the submission of an entirely new AFH. The revision need only focus on the material change and appropriate adjustments to the analyses, assessment, priorities, or goals. When a revision is required under the above circumstances, such revision shall be submitted within 12 months of the onset of the material change.

The City of Marysville will provide citizens with reasonable notice of and an opportunity to comment on revisions. Notice of intent to revise the AFH Plan will be accomplished by:

- Publishing a summary of the proposed revisions in the Marysville Globe
- Sending a summary electronically to the mailing list of interested agencies and persons maintained by the Community Development Department
- Making copies of the proposed AFH revisions available at:
  - Marysville Public Library
  - City Clerk's office
  - Community Development Department
  - City of Marysville's web page

The notice will describe the content and purpose of the revision, including amended analyses, assessment, priorities, and goals. The notice will be made available in a format accessible to persons with disabilities, and non-English speaking residents, upon request.

The City will accept comments on the revisions for a period of not less than 30 days beginning with the date of official notice of intent. The City will consider any comments or views of citizens received in

writing, or orally at the public hearings, if any, in preparing the revision of the AFH Plan. A summary of these comments or views and a summary of any comments or views not accepted and the reason therefore, will be attached to the revision of the AFH Plan. Revisions will be transmitted to HUD upon adoption by City Council.

### ***Performance and Evaluation Reports***

The City is required to prepare an annual performance report for HUD and encourages citizens to review and comment on the report before it is transmitted to HUD. This report is known as the Consolidated Annual Performance and Evaluation Report (CAPER). Annually, the City will publish a notice of intent to submit its performance report by:

- Publishing a summary of the proposed CAPER in the Marysville Globe
- Sending a summary electronically to the mailing list of interested agencies and persons maintained by the Community Development Department
- Making copies of the proposed CAPER available at:
  - Marysville Public Library
  - City Clerk's office
  - Community Development Department
  - City of Marysville's web page

The City will receive comments on the performance report for a period of not less than 15 days prior the date the performance report is submitted to HUD. The City will consider any comments or views of citizens received in writing, or orally at public hearings, if any, in preparing the performance report. A summary of these comments or views shall be attached to the performance report.

### ***Public Hearings***

The City will provide for at least two public hearings per year to obtain citizens' views and to respond to proposals and questions, to be conducted at a minimum of two different stages of the program year. Together, the hearings will address housing and community development needs, development of proposed activities, and review of program performance. To obtain the views of citizens on housing and community development needs, including priority non-housing community development needs, at least one of these hearings will be held before the proposed consolidated plan is published for comment.

Public notice of intent to hold the hearings will be accomplished by:

- Publishing notice in the Marysville Globe a minimum of 10-days prior to the hearings
- Sending an electronic copy of the notice to the mailing list of interested agencies and persons maintained by the Community Development Department
- Posting notice on the City of Marysville web page

The notice will contain sufficient information about the subject of the hearing to permit informed comment. The hearings will be held at times and locations convenient to potential and actual

beneficiaries. Normally, the hearing will be held at Marysville City Hall located at 1049 State Avenue, Marysville, WA 98270. The City will make reasonable accommodations for persons with disabilities, upon advance request. The City will also provide interpreters for hearings where a substantial number of non-English speaking residents can reasonably be expected to participate.

### ***CDBG Calendar***

CDBG program year runs from July 1<sup>st</sup> through June 30<sup>th</sup> each year.

### **Needs Assessment and Program Planning**

September	Grant applications released (biennially)
September	Technical assistance
October	Grant applications due
October	Applicant presentations to the Citizen Advisory Committee (CAC) for Housing and Community Development
November	CAC biennial application review and funding recommendation
December	City Council program year funding recommendation
December	Applicants notified they have been recommended for program year funding
January	CAC review of DRAFT Action/Consolidated Plan
February	Public Notice/DRAFT Action Plan/Consolidated Plan released <sup>1</sup>
February – March	30-day public comment period
March	CAC review and recommendation of Action/Consolidated Plan
April	City Council adoption of the Action/Consolidated Plan (public hearing)
No later than May 15 <sup>th</sup>	Action Plan or Consolidated Plan submitted to HUD
July 1 <sup>st</sup>	Program year begins

### **Program Performance Evaluation**

June 30 <sup>th</sup>	Program year ends
July	Subrecipients annual reports due
September	Public Notice/Prior program year DRAFT CAPER released
September	15-day public comment period
September	City Council review of CAPER (public hearing)
No later than September 30 <sup>th</sup>	CAPER submitted to HUD

<sup>1</sup> Action Plan is released annually and the Consolidated Plan is released every five years.

## ***Availability to the Public***

The Consolidated and AFH Plans as adopted, substantial amendments as-and revisions adopted, the performance report, and all associated policy documents will be available to the public, including in a form accessible to persons with disabilities, upon request. The most recent Consolidated Plan, Assessment of Fair Housing Plan, and performance report will be available on the City of Marysville web page <http://marysvillewa.gov/>. These documents will also be available by contacting the Community Development Department.

City of Marysville  
Community Development Department  
80 Columbia Avenue  
Marysville, WA 98270  
(360) 363-8100 (voice)  
(800) 833-6399 (TDD)


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360-363-8207  
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~~ghirashima@marysvillewa.gov~~ahess@marysvillewa.gov

# *Index #8*

**CITY OF MARYSVILLE AGENDA BILL**  
**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

<b>AGENDA ITEM:</b>	
Highway Safety Improvement Program (HSIP) Projects Supplement No. 2 to Professional Services Agreement with KPG	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b>
Jay Cooke, Project Manager	
<b>DEPARTMENT:</b>	
Public Works / Engineering	
<b>ATTACHMENTS:</b>	
PSA Supplement No. 2	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
30500030.563000, R1302	\$15,758.94
<b>SUMMARY:</b>	

The City contracted with KPG, Inc. on September 9, 2013 to provide the City with professional engineering design services for a series of transportation improvement projects, which received grant funding through the Federal Highway Administration's Highway Safety Improvement Program. (HSIP). The projects now include:

- Replacement of an antiquated signal system at 80<sup>th</sup> Street NE/State Ave.
- Refinement of signal operations and phasing on State Avenue at 1<sup>st</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, 8<sup>th</sup> and 76<sup>th</sup>, incorporating new signal heads where warranted, improving signal head visibility through installation of retroreflective tape, upgrading pedestrian displays to "countdown type," and improving railroad "preemption timing" at select intersections which lie adjacent to grade crossings

The project has been delayed due to matters regarding 88<sup>th</sup> St NE and its proximity to the cemetery. The work at 88<sup>th</sup> St NE has been removed from the grant, allowing the City to move forward with the remaining project elements. Work that remains under KPG's existing scope of services includes final design, and environmental review and permitting, and services during bidding.

The original agreement with KPG is set to expire on April 1, 2017. The attached Supplement No. 2 to the City's agreement with KPG includes additional scope and fee to assist the City with right-of-way acquisition services and a revised agreement end date extension to June 30, 2018. Federal funding for right-of-way acquisition services for this project is limited to \$280,000, approximately \$264,000 over the requested Supplemental Agreement 2 amount of \$15,758.94.

**RECOMMENDED ACTION:**

Staff recommends that Council authorize the Mayor to sign and execute the attached Supplemental Agreement No. 2 to the City's Professional Services Agreement in the amount of \$15,758.94 with KPG, Inc.



<b>Supplemental Agreement Number <u>2</u></b>		Organization and Address	
Original Agreement Number R1302		KPG, Inc. 2502 Jefferson Ave. Tacoma, WA 98402 Phone: (253) 627-0720	
Project Number HSIP-2691(005), LA-7890	Execution Date	Completion Date June 30, 2018	
Project Title State Ave. - 1st St to 80th St NE HSIP Projects	New Maximum Amount Payable \$225,714.35		
Description of Work The project will improve traffic signal time and phasing, improve visibility of traffic signal heads, and improve crosswalks. The project will replace the entire signal system located at the intersection of State Avenue and 80th St. NE.			

The Local Agency of City of Marysville  
 desires to supplement the agreement entered in to with KPG, Inc.  
 and executed on September 9, 2013 and identified as Agreement No. R1302  
 All provisions in the basic agreement remain in effect except as expressly modified by this supplement.  
 The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:  
 The scope of work and project level of effort required for this project and under this supplement is detailed in Exhibit "A1" attached hereto and generally includes coordination and preparation of right-of-way and permanent/temporary easement documents including support services with the City's right-of-way acquisition work.

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: All work shall be completed by June 30, 2018.

III

Section V, PAYMENT, shall be amended as follows:  
 The CONSULTANT shall be paid by the AGENCY for completed work and services rendered under this supplement as detailed in Exhibit "D2" attached hereto and generally includes support services with the City's right-of-way acquisition work.

as set forth in the attached Exhibit A, and by this reference made a part of this supplement.  
 If you concur with this supplement and agree to the changes as stated above, please sign in the Appropriate spaces below and return to this office for final action.

By: Nelson Davis By: Jon Nehring, Mayor

\_\_\_\_\_  
 Consultant Signature Approving Authority Signature  
 \_\_\_\_\_  
 Date

**Exhibit "A"**  
**Summary of Payments**

	Basic Agreement	Supplement #1	Total
Direct Salary Cost			
Overhead (Including Payroll Additives)			
Direct Non-Salary Costs			
Fixed Fee			
Total			



## EXHIBIT A-1

### City of Marysville HSIP Projects – Supplement #2

KPG  
Scope of Work  
March 21, 2017

#### Additional Work Description/Background

Additional work has been requested to extend the project duration for an additional 14 months to perform the Right-of-Way services necessary to obtain the Rights-of-Way and permanent/temporary easements for the project and to prepare a True Cost Estimate (also known as a Project Funding Estimate) for WSDOT approval of the Right-of-Way services.

Work elements to be extended or new tasks to be added are addressed below.

#### Assumptions

Additional work will be completed within 14 months of the execution of Supplement #2.

#### Work Element 1 Project Management.

The estimated project completion date is June 30, 2018.

- 1.1 Provide project management administrative services including:
  - Preparation of monthly progress reports and invoices
  - Record keeping and project closeout
- 1.2 Provide overall project management including:
  - Project staff management and coordination
  - Prepare and update project schedule
  - Schedule and budget monitoring
- 1.3 Coordinate with City staff throughout the remainder of the project. Level of effort for this task is based on the following meetings:
  - Conference calls every two to four weeks throughout the project duration

#### Work Element 8 Right of Way Calculations

Perform the following work items necessary to perform Right-of-Way services in support of the project:

- 8.8 The Consultant shall assist the City's Right-of-Way Consultant in the preparation of documents to obtain Rights-of-way and permanent/temporary easements for the

project. This work will include coordination with City staff and meetings with property owners, if necessary.

### **Additional Services**

The City may require additional services of the Consultant in order to advance all or portions of the project through bid document preparation and construction. The scope of these services will be determined based on the unanticipated project needs or other considerations at the sole discretion of the City. This work may include items identified in the current task authorizations as well other items, which may include, but are not necessarily limited to the following:

- ◆ Providing Construction Support Services

These services will be authorized under a future contract supplement if necessary. At the time these services are required, the Consultant shall provide a detailed scope of work and an estimate of costs. The Consultant shall not proceed with the work until the City has authorized the work and issued a notice to proceed.

## EXHIBIT E-1

**FEE SUMMARY**

**Project: City of Marysville  
HSIP Project - Supplement #2 Additional Right-of-Way Services**

Description	Estimated Fee
Work Element 1 - Project Management	\$1,683.75
Work Element 2 - Quality Control/Quality Assurance	\$0.00
Work Element 3 - Mapping	\$0.00
Work Element 4 - Geotechnical Report	\$0.00
Work Element 5 - Preliminary Plans and Estimate	\$0.00
Work Element 6 - Environmental	\$0.00
Work Element 7 - Community and Agency Coordination	\$0.00
Work Element 8 - Right of Way Calculations	\$14,175.19
Work Element 9 - Final Design	\$0.00
Work Element 10 - Plan Production	\$0.00
Work Element 11 - Assistance During Bidding	\$0.00
<b>Total Estimated Fee</b>	<b>\$15,858.94</b>

**HOUR AND FEE ESTIMATE**

EXHIBIT E-1



**Project:** City of Marysville  
 HSIP Project - Supplement #2  
 Additional Right-of-Way Services  
 48.07692  
 137280 \$182.01 125236.8 \$166.05 100006.4 \$132.60 87360 \$115.83 118560 \$157.19 75004.8 \$99.45 55120 \$73.08

Task	Description	Labor Hour Estimate										Total Fee				
		Senior Engineer \$ 66.00	Project Manager \$ 60.21	Proj Engr Senior LA \$ 48.08	Dsn engr LA Surveyor \$ 42.00	Survey crew \$ 57.00	Tech \$ 36.06	Clerical \$ 26.50	Hours	Direct Labor Cost	Overhead 117.88%	Profit 30%	Effective multiplier 2.4788			
<b>Work Element 1 - Project Management</b>																
1.1	Project management administrative services (14 months)	0	6	0	0	0	0	0	0	0	12	18	679.26	800.71	203.78	\$ 1,683.75
1.2	Overall Project management	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -
1.3	City staff coordination discussions (6)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -
	Reimbursable expenses - see breakdown for details															\$ -
	<b>Task Totals</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>18</b>	<b>679</b>	<b>801</b>	<b>204</b>	<b>\$ 1,683.75</b>
<b>Work Element 2 - Quality Control/Quality Assurance</b>																
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
<b>Work Element 3 - Mapping</b>																
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
<b>Work Element 4 - Geotechnical Report</b>																
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
<b>Work Element 5 - Preliminary Plans and Estimate</b>																
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
<b>Work Element 6 - Environmental</b>																
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
<b>Work Element 7 - Community and Agency Coordination</b>																
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>

**HOUR AND FEE ESTIMATE**

EXHIBIT E-1

**Project:** City of Marysville  
 HSIP Project - Supplement #2  
 Additional Right-of-Way Services



48.07692  
 137280 \$182.01 \$66.00  
 125236.8 \$166.05 \$60.21  
 100006.4 \$132.60 \$48.08  
 87360 \$115.83 \$42.00  
 118560 \$157.19 \$57.00  
 75004.8 \$99.45 \$36.06  
 55120 \$73.08 \$26.50

Task	Description	Labor Hour Estimate							Total Fee					
		Senior Engineer \$	Project Manager \$	Proj Engr LA \$	Senior Proj Surv \$	Dsn engr LA Surveyor \$	Survey crew \$	Tech \$	Clerical \$	Hours	Direct Labor Cost	Overhead 117.88%	Profit 30%	Effective multiplier 2.4788
<b>Work Element 8 - Right of Way Calculations</b>														
8.1	Research Records	0	0	0	0	0	0	0	0	0	0	0	0	0
8.2	Determine and order title reports	0	0	0	0	0	0	0	0	0	0	0	0	0
8.3	Calculation for ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
8.4	Prepare deed take legals and exhibits	0	0	0	0	0	0	0	0	0	0	0	0	0
8.5	Prepare legals for permanent easement	0	0	0	0	0	0	0	0	0	0	0	0	0
8.6	Prepare TCE Exhibits	0	0	0	0	0	0	0	0	0	0	0	0	0
8.7	Field locate proposed and existing ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
8.8	Perform ROW Negotiations and Prepare PFE Reimbursable expenses - see breakdown for details	4	40	0	0	0	0	80	0	124	5,557.20	6,550.83	1,667.16	13,775.19
	<b>Task Total</b>	<b>4</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>124</b>	<b>5,557</b>	<b>6,551</b>	<b>1,667</b>	<b>14,175.19</b>
<b>Work Element 9 - Final Design</b>														
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Work Element 10 - Plan Production</b>														
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Work Element 11 - Assistance During Bidding</b>														
	<b>Task Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL HOURS AND TOTAL ESTIMATED FEE</b>		<b>4</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>142</b>	<b>6236</b>	<b>7352</b>	<b>1871</b>	<b>15,859</b>

**HOUR AND FEE ESTIMATE**

**Project:** City of Marysville  
 HSIP Project - Supplement #2 Additional Right-of-Way Services



Reimbursable Breakdown	
<b>Work Element 1 - Project Management</b>	
Mileage	\$ -
Reproduction	\$ -
<b>Task 1 - Total</b>	<b>\$ -</b>
<b>Work Element 2 - Quality Control/Quality Assurance</b>	
Mileage	\$ -
Reproduction	\$ -
<b>Task 2 - Total</b>	<b>\$ -</b>
<b>Work Element 3 - Mapping</b>	
Mileage	\$ -
Reproduction	\$ -
Utility locate service	\$ -
<b>Task 3 - Total</b>	<b>\$ -</b>
<b>Work Element 4 - Geotechnical Report</b>	
Mileage	\$ -
Reproduction	\$ -
GEODesign- Geotechnical Investigations	\$ -
<b>Task 4 - Total</b>	<b>\$ -</b>
<b>Work Element 5 - Preliminary Plans and Estimate</b>	
Mileage	\$ -
Reproduction	\$ -
<b>Task 5 - Total</b>	<b>\$ -</b>

**HOUR AND FEE ESTIMATE**

**Project:** City of Marysville  
 HSIP Project - Supplement #2 Additional Right-of-Way Services



<b>Reimbursable Breakdown</b>	
<b>Work Element 6 - Environmental</b>	
Mileage	\$ -
Reproduction	\$ -
Widener - 88th	\$ -
Widener - Remaining Sites	\$ -
<b>Task 6 - Total</b>	<b>\$ -</b>
<b>Work Element 7 - Community and Agency Coordination</b>	
Mileage	\$ -
Reproduction	\$ -
<b>Task 7 - Total</b>	<b>\$ -</b>
<b>Work Element 8 - Right of Way Calculations</b>	
Mileage	\$ -
Reproduction	\$ 400.00
Contract Land Staff	\$ -
<b>Task 8 - Total</b>	<b>\$ 400.00</b>
<b>Work Element 9 - Final Design</b>	
Mileage	\$ -
Reproduction	\$ -
Bright - Structural Wall Design	\$ -
<b>Task 9 - Total</b>	<b>\$ -</b>
<b>Work Element 10 - Plan Production</b>	
Mileage	\$ -
Reproduction	\$ -
<b>Task 10 - Total</b>	<b>\$ -</b>

**Hour and Fee Estimate**

**Project:** City of Marysville  
 HSIP Project - Supplement #2 Additional Right-of-Way Services



<b>Reimbursable Breakdown</b>	
<b>Work Element 11 - Assistance During Bidding</b>	
Mileage	\$ -
Reproduction	\$ -
<b>Task 11 - Total</b>	<b>\$ -</b>

Reimbursable Subtotal	\$ 400.00
Administrative fees on reimbursables (0%)	\$ -
<b>TOTAL REIMBURSABLES</b>	<b>\$ 400.00</b>



# *Index #9*

**CITY OF MARYSVILLE AGENDA BILL**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: 03/27/17**

<b>AGENDA ITEM:</b> Community Beautification Program Grant	
<b>PREPARED BY:</b> Leah Tocco <b>DEPARTMENT:</b> Executive Department	<b>DIRECTOR APPROVAL:</b>
<b>ATTACHMENTS:</b> 1. Description of Grant Application Proposed Projects	
<b>BUDGET CODE:</b> 00199524.548000	<b>AMOUNT:</b> \$25,375.00
<b>SUMMARY:</b>	

The Community Beautification Program Grant Review Committee convened on March 3, 2017 to review grant applications. Funding available is \$50,000 through 2017.

The committee recommended award of \$25,375 to applicants.

Tuscany Homeowners Association Beautification of landscaping	\$1,600.00
53 <sup>rd</sup> Drive NE Cleanup of stormwater pond	\$5,675.00
Aune Homeowners Association Planting of trees along detention pond fencing	\$1,600.00
Kellogg Village Homeowners Association Replacement of fence around park	\$5,000.00
102nd Place NE Clean-up of stormwater ponds at entrance to neighborhood	\$5,000.00
Rolling Green Estates Removal of trees, addition of seating and upgrades to community park equipment	\$5,000.00
Sunnyside Estates Replanting of damaged trees, placement of benches and plants in shared HOA areas	\$1,500.00

<b>RECOMMENDED ACTION:</b> Approve Community Beautification Program Grant Review Committee's recommendation on award funding.
--

## **Community Beautification Program Grant Application Descriptions**

### **Tuscany HOA – Beautification of Landscaping**

#### **Summary of description of project from application:**

Replacement of existing plastic lettering and beautify the landscaping. Removal of existing plastic lettering and replacing each one with aluminum letter that will have the ability to stand up to harsh conditions. Refresh the landscaping to present an admirable first impression.

#### **Funding recommended by review committee:**

The committee recommends granting funding for the landscaping projects that were proposed. The committee does not recommend awarding funding for replacement of lettering on their entrance signage.

### **53<sup>rd</sup> Drive NE**

#### **Summary of description of project from application:**

To remove cottonwood trees, blackberry bushes and all debris from pond area and replant with proper retention pond plants. Debris and cottonwood trees have been growing for 20 years. Homeowners were unaware that they were to maintain the pond. Once the pond is cleaned out the homeowners surrounding the pond will keep it free of trees and blackberry bushes. The project will beautify the landscape and improve access to utilities that are currently beneath the blackberry bushes.

#### **Funding recommended by review committee:**

The committee recommends awarding funding for the full amount requested to clean up the stormwater pond.

### **Aune Homeowners Association**

#### **Summary of description of project from application:**

Proposal to plant approximately 33 Emerald Green Arborvitae 6' trees on a two foot strip of grass along the outside of a chain link fence. The HOA has started the project and would like to continue the evergreens along the fence line. The members of the HOA would water the new trees until they are established. The fence surrounds a detention pond along 100<sup>th</sup> St. NE and the HOA believes planting the trees would greatly improve the aesthetics of the area.

#### **Funding recommended by review committee:**

The committee recommends partial funding for the project. The committee identified specific budget line items they recommend funding. The recommended funding is for the purchasing of trees (partial funding), topsoil, hoses for watering and their contingency.

### **102<sup>nd</sup> Pl. NE**

#### **Summary of description of project from application:**

The entrance to their neighborhood hosts two, large privately owned stormwater ponds that service approximately 80 homeowners across several blocks. The ponds require significant improvements to become safe, functional and welcoming amenities within their neighborhood. The community beautification project was broken into 5 phases. They are requested funding to implement Phase 3 of the project. The goal of Phase 3 is to remove hazardous trees, primarily

cottonwood, and finish clearing blackberries, trash and hazardous waste from the second of the two ponds.

**Funding recommended by review committee:**

The committee recommends granting full funding requested for this phase of the project.

**Kellogg Village HOA**

**Summary of description of project from application:**

The project proposal is for replacing their park fence. The current fence is supposed to be mildew and corrosion resistant; but currently has mold, mildew, holes and the rails are falling down. The parks in their neighborhood are provided to keep children in an enclosed area and helps the park be identified as a beautiful well-kept park.

**Funding recommended by review committee:**

Committee recommends granting full funding requested for project.

**Sunnyside Estates**

**Summary of project description from application:**

Several trees in their development were damaged in past storms. They have had the trees removed from some of their parking strips in front of the home and would like to replace them with like trees. They have two vacant lots they would like to improve with benches, plants, etc. to make it a gathering location for their HOA as well as the adjacent neighborhoods on either side. The neighborhood entrance is on Sunnyside Blvd. and they would like to make the lot/retention pond at the front of the neighborhood a place to rest, such as a bench, for people walking along Sunnyside Blvd. There is also wear and tear at the entrance sign they would like to repair and potentially add lighting to the sign for safety.

**Funding recommended by review committee:**

Committee recommends granting full funding requested for project.

**Rolling Green Estates**

**Summary of project description from application:**

In 2015 their HOA began to address maintenance concerns for their 7.5 acre common area. The changes made to date have made a positive impact and increased usage by families in their neighborhood. Parents have expressed a need for seating while their children play on the new equipment and more communal equipment to encourage social outdoor activities. There are still several unsafe trees that need to be removed. The funds requested from this year's grant will be used to install picnic tables and park benches in the main common area. Existing benches will be restored with new materials and the existing playground equipment upgraded and expanded. Swings will get new seats and fixtures along with installation of a tetherball pole, painting a permanent hopscotch and 4-square grid for alternative kid friendly activities. The remainder of funds will be used to remove 4 cottonwood trees that were deemed unsafe by independent arborists.

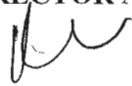
**Funding recommended by review committee:**

Committee recommends granting full funding requested for project.

# *Index #10*

**CITY OF MARYSVILLE AGENDA BILL**  
**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

<b>AGENDA ITEM:</b>	
Declaration of Protective Covenants, Conditions and Restrictions for Parcel 300521-002-024-00	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b> 
Jeff Laycock, City Engineer	
<b>DEPARTMENT:</b>	
Engineering	
<b>ATTACHMENTS:</b>	
Declaration of Protective Covenants, Conditions and Restrictions	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
N/A	N/A
<b>SUMMARY:</b>	

Snohomish County is requesting that the City approve the attached Declaration of Protective Covenants, Conditions and Restrictions document. The Declaration is related to the required mitigation for the road projects listed in the document. The road projects and mitigation site were built by Snohomish County and subsequently annexed by the City before the Covenants for the site were recorded. Now, in order for the County to comply with permit requirements and record the required Covenants, the document must be signed by the owner of the property, which is now the City of Marysville.

**RECOMMENDED ACTION:**

Staff recommends that Council authorize the Mayor to sign the Declaration of Protective Covenants, Conditions and Restrictions for Parcel 300521-002-024-00 as requested by Snohomish County.

Recorded at the Request of:  
 Snohomish County Public Works  
 3000 Rockefeller Ave.  
 Everett, WA 98201

**DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS AND  
 RESTRICTIONS**

Grantor: City of Marysville, a municipal corporation of the State of Washington  
 Grantee: The Public  
 Assessor Tax Parcel No.: 300521-002-024-00  
 Legal Description: Ptn E1/2 SE1/4 NW1/4 NW1/4 Ly Wly of Quilceda Creek  
 See Exhibit A attached for full legal description

This Declaration of Protective Covenants, Conditions and Restrictions, hereinafter referred to as the "Declaration" is made this date by the City of Marysville, a municipal corporation of the State of Washington, hereinafter referred to as the "City", which is the owner of that certain real property located in Snohomish County, Washington, more particularly described on the attached Exhibits "A" and "B" incorporated herein by this reference, the "Declaration Property".

This Declaration is hereby made to comply with the environmental permit requirements for compensatory mitigation for certain public works projects completed by Snohomish County, a political subdivision of the State of Washington, hereinafter referred to as the "County", prior to annexation and transfer of ownership of the Declaration Property to the City. The aforementioned road projects are as follows:

1. Quilceda Creek Bridge #455, on file with Snohomish County Engineering, under Survey #3260.
2. 51<sup>st</sup> Avenue NE & Shoultes Road Intersection, on file with Snohomish County Engineering, under Survey #2282.
3. 34<sup>th</sup> Avenue NE & 128<sup>th</sup> Street NE, on file with Snohomish County Engineering, under Survey #4120.
4. Marysville School Walkway Project, on file with Snohomish County Engineering, under Survey #4122 and #3845.

It is the purpose of this Declaration to ensure that the Declaration Property, which is a mitigation site located within City road right of way since annexation, will be retained forever in an open and undeveloped condition, and to prevent any use of the property that will impair or interfere with the conservation values of the Declaration Property. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited: (a) The legal or de facto subdivision of the Declaration Property for any purpose; and (b) Any residential, commercial or industrial use, including agricultural use of or activity on the Declaration Property; and (c) The dumping or other disposal of wastes, refuse and debris on the Declaration Property; and (d) The construction or placement of trails, boardwalks, viewing platforms or benches.

This Declaration is subject to the right of the City, its heirs, devisees, and/or assigns, to the possession and use of the Declaration Property in any manner, PROVIDED that said use by the City shall in no way interfere with the conditions of this Declaration.

The covenants herein shall run with the land and shall be binding on the City, its heirs, successors and assigns.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

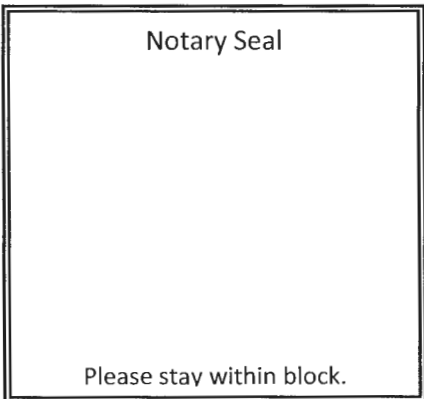
CITY OF MARYSVILLE

By: \_\_\_\_\_

STATE OF WASHINGTON )  
 : §  
COUNTY OF SNOHOMISH )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared \_\_\_\_\_ to me known to be the person who signed as the \_\_\_\_\_ of the City of Marysville, a municipal corporation of the State of Washington that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said City for the uses and purposes therein mentioned, and on oath stated that he was duly elected or appointed, qualified and acting as said official of said City, and that he was authorized to execute said instrument.

GIVEN under my hand and official seal the day and year last above written.



\_\_\_\_\_  
Notary (print name) \_\_\_\_\_  
Notary Public in and for the State of Washington,  
residing at \_\_\_\_\_  
My commission expires \_\_\_\_\_



88<sup>th</sup> ST NE/ BR.455  
 Survey Number 3260.  
 Snohomish County Road  
 Project Number's: 89-959, 91-960.  
 July 15, 2016.

## EXHIBIT "A"

### Declaration Property:

A tract of land in Section 21, Township 30 N. Range 5 E. of the Willamette Meridian.

Beginning at a point where the north line of the Right of Way of Granis Road crosses the center of Quilceda Creek

Thence running northerly along the center of Quilceda Creek 634 feet.

Thence West 295 feet.

Thence South 634 feet.

Thence East 197 feet to the point of beginning.

Except the South 30 feet thereof.

Except the West 15 feet of the South 254 feet thereof.

Except the South 83 feet of the west 87 feet thereof.

Subject to the rights and restrictions contained in an easement granted to the Puget Sound Power and Light Company and their heirs and assigns. Described as; The East ten feet thereof.

The land herein is described as noted on the Right of Way plan for 88<sup>th</sup> Street NE I-5 to State Street, including Quilceda Creek Bridge 455; on file in the office of the County Engineer under Survey Number 3260.



7-15-16

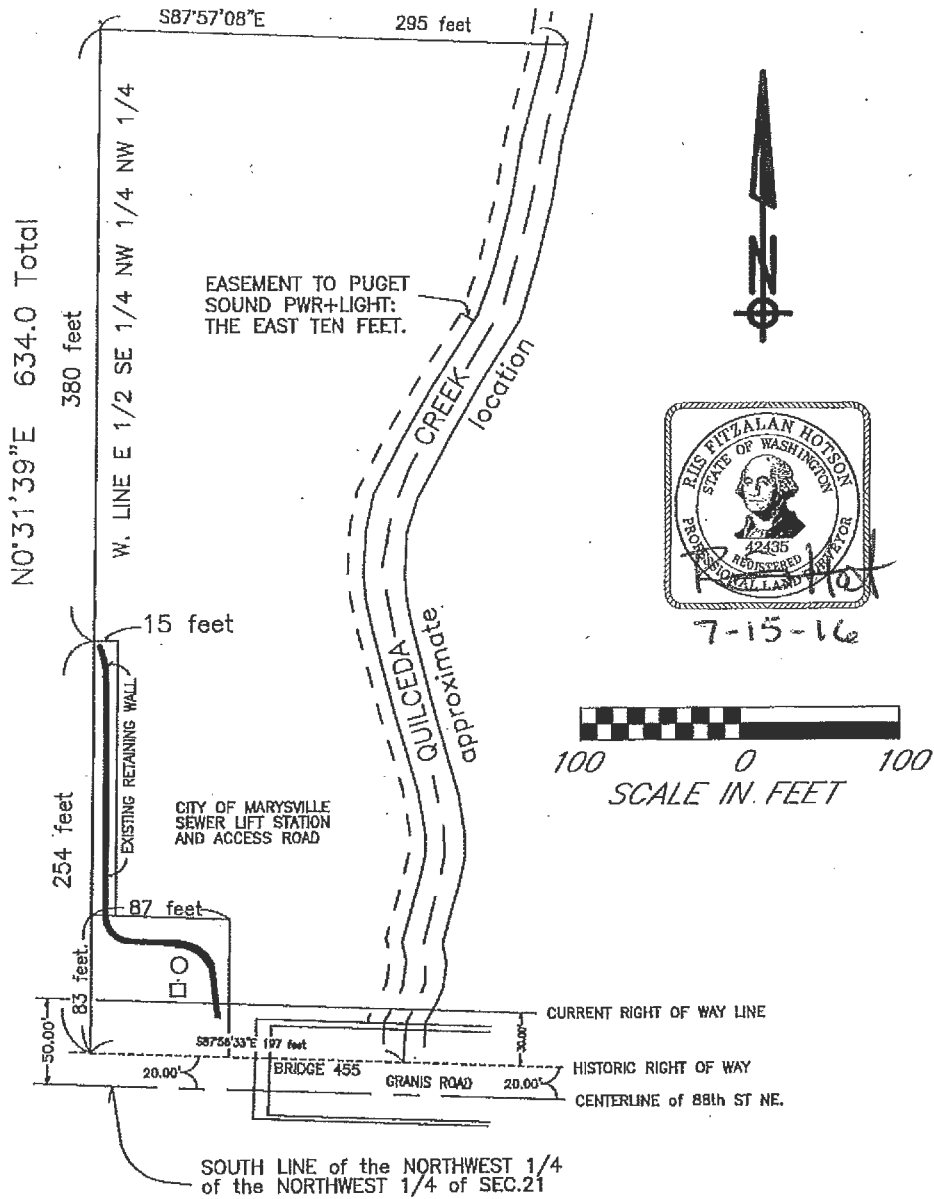
# EXHIBIT B

SN. 3260 Bridge 455/88th ST NE Mitigation Parcel

SEC. 21, TWP. 30 N, R. 5 E, W.M.



Portions of the EAST HALF of the SOUTHEAST  $\frac{1}{4}$  of the NORTHWEST  $\frac{1}{4}$  of the NORTHWEST  $\frac{1}{4}$  OF SEC. 21 TWP 30N, RNG 5E. WM.

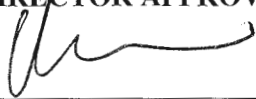


# *Index #11*

**CITY OF MARYSVILLE AGENDA BILL**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: 3/27/2017**

<b>AGENDA ITEM:</b>	
PSA with Andes Land Surveying P.S. for the 23 <sup>rd</sup> AVE NE and 169 <sup>th</sup> PL NE Connector Project	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b>
Kyle Woods	
<b>DEPARTMENT:</b>	
Engineering	
<b>ATTACHMENTS:</b>	
PSA - 2 Copies	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
30500030.563000.R1704	\$15,000.00
<b>SUMMARY:</b>	

The attached Professional Services Agreement will provide the City with survey, base maps, and right-of-way descriptions for the 23<sup>rd</sup> AVE NE & 169<sup>th</sup> PL NE Connector project. It is in staff's opinion, that the negotiated fee of \$15,000.00 is fair and consistent with industry standard. The City selected Andes Land Surveying from the MRSC Roster for surveyors. The scope of services demonstrates a clear approach in order to meet the project schedule. Staff is confident that the City will be well served by Andes Land Surveying P.S. as it relates to this project.

**RECOMMENDED ACTION:** Staff recommends that Council authorize the Mayor to sign and execute the attached Professional Service Agreements with Andes Land Surveying P.S. for the 23<sup>rd</sup> and 169<sup>th</sup> PL NE Connector project.

**PROFESSIONAL SERVICES AGREEMENT BETWEEN  
CITY OF MARYSVILLE  
AND ANDES LAND SURVEYING PS**

**THIS AGREEMENT** (“Agreement”) is made and entered into this 30th day of January, 2017, by and between the City of Marysville, a Washington State municipal corporation (“City”), and Andes Land Surveying PS, a state licensed survey company, organized under the laws of the state of Washington, located and doing business at 1523 10<sup>th</sup> Street, Marysville, WA (“Consultant”).

In consideration of the terms, conditions, covenants, and performances contained herein, the parties hereto agree as follows:

- 1. SCOPE OF SERVICES.** The Consultant shall provide the work and services described in the attached Exhibit A, incorporated herein by this reference (the “Services”). All services and materials necessary to accomplish the tasks outlined in the Scope of Services shall be provided by the Consultant unless noted otherwise in the Scope of Services or this Agreement. All such services shall be provided in accordance with the standards of the Consultant’s profession.
- 2. TERM.** The term of this Agreement shall commence on February 6, 2017 and shall terminate at midnight on June 30, 2017. The parties may extend the term of this Agreement by executing a written supplemental amendment.
- 3. COMPENSATION.** The Consultant shall be paid by the City for Services rendered under this Agreement as described in Exhibit A and as provided in this section. In no event shall the compensation paid to Consultant under this Agreement exceed Fifteen-Thousand Dollars and Zero Cents (**\$15,000.00**) within the term of the Agreement, including extensions, without the written agreement of the Consultant and the City. Such payment shall be full compensation for the Services and for all labor, materials, supplies, equipment, incidentals, and any other expenses necessary for completion.

The Consultant shall submit a monthly invoice to the City for Services performed in the previous calendar month in a format acceptable to the City. The Consultant shall maintain time and expense records and provide them to the City upon request.

The City will pay timely submitted and approved invoices received before the 20th of each month within thirty (30) days of receipt.

**4. CONSULTANT’S OBLIGATIONS.**

**4.1 MINOR CHANGES IN SCOPE.** The Consultant agrees to accept minor changes, amendments, or revisions to the scope of the Services, as may be required by the City, when such

proposed delivery schedule.

**4.2 ADDITIONAL WORK.** The City may desire to have the Consultant perform additional work or services which are not identified in the scope of the Services. If the parties agree to the performance of additional work or services, the parties will execute a written supplemental amendment detailing the additional work or services and compensation therefore. In no event will the Consultant be compensated for preparing proposals for additional work or services. In no event shall the Consultant begin work contemplated under a supplemental amendment until the supplemental amendment is fully executed by the parties.

**4.3 WORK PRODUCT AND DOCUMENTS.** The work product and all documents produced under this Agreement shall be furnished by the Consultant to the City, and upon completion of the Services shall become the property of the City, except that the Consultant may retain one copy of the work product and documents for its records. The Consultant will be responsible for the accuracy of the Services, the work product, and all documents produced under this Agreement, even though the Services have been accepted by the City.

In the event that the Consultant defaults on this Agreement or in the event that this Agreement is terminated prior to the completion of the Services or the time for completion, all work product and all documents and other materials produced under this Agreement, along with a summary of work as of the date of default or termination, shall become the property of the City. The summary of Services provided shall be prepared at no additional cost to the City. Upon request, the Consultant shall tender the work product, all documents, and the summary to the City within five (5) business days. Tender of said work product shall be a prerequisite to final payment under this Agreement.

The Consultant will not be held liable for reuse of work product or documents produced under this Agreement or modification of the work product or documents for any purpose other than those identified in this Agreement without the written authorization of the Consultant.

**4.4 PUBLIC RECORDS ACT.** Consultant acknowledges that the City is subject to the Public Records Act, chapter 42.56 RCW (the "PRA"). All records owned, used, or retained by the City are public records subject to disclosure unless exempt under the PRA, whether or not the records are in the possession or control of the City or Consultant. All exemptions to the PRA are narrowly construed.

a. **Confidential Information.** Any records provided to the City by the Consultant which contain information that the Consultant in good faith believes is not subject to disclosure under the PRA shall be marked "Confidential" and shall identify the specific information that the Consultant in good faith believes is not subject to disclosure under the PRA and a citation to the statutory basis for non-disclosure.

b. **Responding to Public Records Requests.** The City shall exercise its sole legal judgment in responding to public records requests.

- (1) The City may rely upon the lack of notification from the Consultant in releasing any records that are not marked “Confidential.”
- (2) If records identified as “Confidential” by the Consultant are responsive to a PRA request, the City will seek to provide notice to Consultant at least ten (10) business days before the date on which the City anticipates releasing records. The City is under no obligation to assert any applicable exemption on behalf of the Consultant. The Consultant may seek, at its sole cost, an injunction preventing the release of information which it believes is protected. In no event will the City have any liability to Consultant for any failure of the City to provide notice prior to release.
- (3) If the City, in its sole legal judgment, believes that the Consultant possesses records that (1) are responsive to a PRA request and (2) were used by the City, the City will request the records from the Consultant. The Consultant will, within ten (10) business days:
  - i. Provide the records to the City in the manner requested by the City;
  - ii. Obtain a court injunction, in a lawsuit involving the requester, covering all, or any confidential portion of, the records and provide any records not subject to the court injunction; or
  - iii. Provide an affidavit, in a form acceptable to the City Attorney, specifying that the Consultant has made a diligent search and did not locate any requested documents.

c. **Indemnification.** In addition to its other indemnification and defense obligations under this Agreement, the Consultant shall indemnify and defend the City from and against any and all losses, penalties, fines, claims, demands, expenses (including, but not limited to, attorneys fees and litigation expenses), suits, judgments, or damages (collectively “Damages”) arising from or relating to any request for records related to this Agreement, to the extent such Damages are caused by action or inaction of the Consultant. This indemnification and defense obligation shall survive the expiration or termination of this Agreement.

**4.5 MAINTENANCE/INSPECTION OF RECORDS.** The Consultant shall maintain all books, records, documents, and other evidence pertaining to the costs and expenses allowable under this Agreement in accordance with generally accepted accounting practices. All such books and records required to be maintained by this Agreement shall be subject to inspection and audit by representatives of the City and/or the Washington State Auditor at all reasonable times, and the Consultant shall afford the proper facilities for such inspection and audit.

Representatives of the City and/or the Washington State Auditor may copy such books, accounts, and records where necessary to conduct or document an audit. The Consultant shall preserve and make available all such books of account and records for a period of three (3) years after final payment under this Agreement. In the event that any audit or inspection identifies any discrepancy in such financial records, the Consultant shall provide the City with appropriate clarification and/or financial adjustments within thirty (30) calendar days of notification of the discrepancy.


**4.6 INDEMNITY.**

a. **Indemnification and Hold Harmless.** The Consultant shall defend, indemnify, and hold the City, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of or resulting from the acts, errors, or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

b. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant’s liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant’s negligence.

c. The provisions of this Section 4.6 shall survive the expiration or termination of this Agreement.

d. The Consultant hereby knowingly, intentionally, and voluntarily waives the immunity of the Industrial Insurance Act, Title 51 RCW, solely for the purposes of the indemnity contained in subpart “a” of this Section 4.6. This waiver has been mutually negotiated by the parties.

 (initials) \_\_\_\_\_ (initials)

**4.7 INSURANCE.**

a. **Insurance Term.** The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the Services hereunder by the Consultant, its agents, representatives, or employees.

b. **No Limitation.** Consultant’s maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City’s recourse to any remedy available at law or in equity.



c. **Minimum Scope of Insurance.** Consultant shall obtain insurance of the types and coverage described below:

- (1) Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage.
- (2) Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the Services performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.
- (3) Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
- (4) Professional Liability insurance appropriate to the Consultant's profession.

d. **Minimum Amounts of Insurance.** Consultant shall maintain the following insurance limits:

- (1) Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
- (2) Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
- (3) Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

e. **Other Insurance Provision.** The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

f. **Acceptability of Insurers.** Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

g. **Verification of Coverage.** The Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the Services.

h. **Notice of Cancellation.** The Consultant shall provide the City with written notice of any policy cancellation within two business days of the Consultant's receipt of such notice.

i. **Failure to Maintain Insurance.** Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five (5) business days notice to the Consultant to correct the breach, immediately terminate the Agreement or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

j. **Insurance to be Occurrence Basis.** Unless approved by the City all insurance policies shall be written on an "Occurrence" policy as opposed to a "Claims-made" policy. The City may require an extended reporting endorsement on any approved "Claims-made" policy.

k. **City Full Availability of Consultant Limits.** If the Consultant maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this Agreement or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

**4.8 LEGAL RELATIONS.** The Consultant shall comply with all federal, state, and local laws, regulations, and ordinances applicable to the Services to be performed under this Agreement. The Consultant represents that it and all employees assigned to perform any of the Services under this Agreement are in full compliance with the statutes of the State of Washington governing the Services and that all personnel to be assigned to the Services are fully qualified and properly licensed to perform the work to which they will be assigned.

**4.9 INDEPENDENT CONTRACTOR.**

a. The Consultant and the City understand and expressly agree that the Consultant is an independent contractor in the performance of each and every part of this Agreement. The Consultant expressly represents, warrants, and agrees that the Consultant's status as an independent contractor in the performance of the Services required under this Agreement is consistent with and meets the six-part independent contractor test set forth in RCW 51.08.195 or as hereafter amended. The Consultant, as an independent contractor, assumes the entire responsibility for carrying out and accomplishing the Services required under this Agreement. The Consultant shall not make

a claim of City employment and shall not claim any related employment benefits, social security, and/or retirement benefits.

b. The Consultant shall be solely responsible for paying all taxes, deductions, and assessments, including but not limited to federal income tax, FICA, social security tax, assessments for unemployment and industrial injury, and other deductions from income which may be required by law or assessed against either party as a result of this Agreement. In the event the City is assessed a tax or assessment as a result of this Agreement, the Consultant shall pay the same before it becomes due.

c. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work to the Services that the Consultant performs under this Agreement.

d. Prior to commencement of Services, the Consultant shall obtain a business license from the City.

#### **4.10 EMPLOYMENT.**

a. The term “employee” or “employees” as used herein shall mean any officers, agents, or employee of the Consultant.

b. Any and all employees of the Consultant, while performing any Services under this Agreement, shall be considered employees of the Consultant only and not of the City. The Consultant shall be solely liable for: (1) any and all claims that may or might arise under the Workman’s Compensation Act, Title 51 RCW, on behalf of any said employees while performing any Services under this Agreement, and (2) any and all claims made by any third party as a consequence of any negligent act or omission on the part of the Consultant or its employees while performing any Services under this Agreement.

c. The Consultant represents, unless otherwise indicated below, that all employees of the Consultant that will perform any Services under this Agreement have never been retired from a Washington State retirement system, including but not limited to Teacher (TRS), School District (SERS), Public Employee (PERS), Public Safety (PSERS), law enforcement and fire fighters (LEOFF), Washington State Patrol (WSPRS), Judicial Retirement System (JRS), or otherwise. *(Please use initials to indicate No or Yes below.)*

JA No, employees performing the Services have never been retired from a Washington state retirement system.

\_\_\_\_\_ Yes, employees performing the Services have been retired from a Washington state retirement system.

In the event the Consultant checks “no”, but an employee in fact was a retiree of a Washington State retirement system, and because of the misrepresentation the City is required to defend a claim by the Washington State retirement system, or to make contributions for or on account of the employee, or reimbursement to the Washington State retirement system for benefits paid, the Consultant hereby agrees to save, indemnify, defend and hold the City harmless from and against all expenses and costs, including reasonable attorney fees incurred in defending the claim of the Washington State retirement system and from all contributions paid or required to be paid, and for all reimbursement required to the Washington State retirement system. In the event the Consultant checks “yes” and affirms that an employee providing work has ever retired from a Washington State retirement system, every said employee shall be identified by the Consultant and such retirees shall provide the City with all information required by the City to report the employment with Consultant to the Department of Retirement Services of the State of Washington.

**4.11 NONASSIGNABLE.** Except as provided in Exhibit B, the Services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

**4.12 SUBCONTRACTORS AND SUBCONSULTANTS.**

a. The Consultant is responsible for all work or services performed by subcontractors or subconsultants pursuant to the terms of this Agreement.

b. The Consultant must verify that any subcontractors or subconsultants the Consultant directly hires meet the responsibility criteria for the Services. Verification that a subcontractor or subconsultant has proper license and bonding, if required by statute, must be included in the verification process. If the parties anticipate the use of subcontractors or subconsultants, the subcontractors or subconsultants are set forth in Exhibit B.

c. The Consultant may not substitute or add subcontractors or subconsultants without the written approval of the City.

d. All subcontractors or subconsultants shall have the same insurance coverage and limits as set forth in this Agreement and the Consultant shall provide verification of said insurance coverage.

**4.13 CONFLICTS OF INTEREST.** The Consultant agrees to and shall notify the City of any potential conflicts of interest in Consultant’s client base and shall obtain written permission from the City prior to providing services to third parties when a conflict or potential conflict of interest exists. If the City determines in its sole discretion that a conflict is irreconcilable, the City reserves the right to terminate this Agreement.

**4.14 CITY CONFIDENCES.** The Consultant agrees to and will keep in strict confidence, and will not disclose, communicate, or advertise to third parties without specific prior written consent from the City in each instance, the confidences of the City or any information regarding the City or the Services provided to the City.

**4.15 DISCRIMINATION PROHIBITED AND COMPLIANCE WITH EQUAL OPPORTUNITY LEGISLATION.** The Consultant agrees to comply with equal opportunity employment and not to discriminate against any client, employee, or applicant for employment or for services because of race, creed, color, religion, national origin, marital status, sex, sexual orientation, age, or handicap except for a bona fide occupational qualification with regard, but not limited to, the following: employment upgrading; demotion or transfer; recruitment or any recruitment advertising; layoff or terminations; rates of pay or other forms of compensation; selection for training; or rendition of services. The Consultant further agrees to maintain (as appropriate) notices, posted in conspicuous places, setting forth its nondiscrimination obligations. The Consultant understands and agrees that if it violates this nondiscrimination provision, this Agreement may be terminated by the City, and further that the Consultant will be barred from performing any services for the City now or in the future, unless a showing is made satisfactory to the City that discriminatory practices have been terminated and that recurrence of such action is unlikely.

**4.16 UNFAIR EMPLOYMENT PRACTICES.** During the performance of this Agreement, the Consultant agrees to comply with RCW 49.60.180, prohibiting unfair employment practices.

**5. CITY APPROVAL REQUIRED.** Notwithstanding the Consultant's status as an independent contractor, the Services performed pursuant to this Agreement must meet the approval of the City, which shall not be unreasonably withheld if the Services have been completed in compliance with the Scope of Services and City requirements.

**6. GENERAL TERMS.**

**6.1 NOTICES.** Receipt of any notice shall be deemed effective three (3) calendar days after deposit of written notice in the U.S. mail with proper postage and address.

Notices to the City shall be sent to the following address:

**CITY OF MARYSVILLE**  
 Kyle Woods, Project Engineer  
 80 Columbia Avenue  
 Marysville, WA 98270

Notices to the Consultant shall be sent to the following address:

**JERRY ANDES**  
 1523 Tenth Street  
 Suite A  
 Marysville, WA 98270

**6.2 TERMINATION.** The City may terminate this Agreement in whole or in part at any time by sending written notice to the Consultant. As per Section 6.1, the Consultant is deemed to have received the termination notice three (3) calendar days after deposit of the termination notice in the U.S. mail with proper postage and address. The termination notice is deemed effective seven (7) calendar days after it is deemed received by the Consultant.

If this Agreement is terminated by the City for its convenience, the City shall pay the Consultant for satisfactory Services performed through the date on which the termination is deemed effective in accordance with payment provisions of Section 3, unless otherwise specified in the termination notice. If the termination notice provides that the Consultant will not be compensated for Services performed after the termination notice is received, the City will have the discretion to reject payment for any Services performed after the date the termination notice is deemed received.

**6.3 DISPUTES.** The parties agree that, following reasonable attempts at negotiation and compromise, any unresolved dispute arising under this Agreement may be resolved by a mutually agreed-upon alternative dispute resolution of arbitration or mediation.

**6.4 EXTENT OF AGREEMENT/MODIFICATION.** This Agreement, together with exhibits, attachments, and addenda, represents the entire and integrated Agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended, modified, or added to only by a written supplemental amendment properly signed by both parties.

**6.5 SEVERABILITY.**

a. If a court of competent jurisdiction holds any part, term, or provision of this Agreement to be illegal or invalid, in whole or in part, the validity of the remaining parts, terms, or provisions shall not be affected, and the parties' rights and obligations shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.

b. If any part, term, or provision of this Agreement is in direct conflict with any statutory provision of the State of Washington, that part, term, or provision shall be deemed inoperative and null and void insofar as it may conflict, and shall be deemed modified to conform to such statutory provision.

**6.6 NONWAIVER.** A waiver by either party of a breach by the other party of any covenant or condition of this Agreement shall not impair the right of the party not in default to avail itself of any subsequent breach thereof. Leniency, delay, or failure of either party to insist upon strict performance of any agreement, covenant, or condition of this Agreement, or to exercise any right herein given in any one or more instances, shall not be construed as a waiver or relinquishment of any such agreement, covenant, condition, or right.

**6.7 FAIR MEANING.** The terms of this Agreement shall be given their fair meaning and shall not be construed in favor of or against either party hereto because of authorship. This Agreement shall be deemed to have been drafted by both of the parties.

**6.8 GOVERNING LAW.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

**6.9 VENUE.** The venue for any action to enforce or interpret this Agreement shall lie in the Superior Court of Washington for Snohomish County, Washington.

**6.10 COUNTERPARTS.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same Agreement.

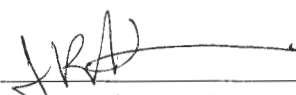
**6.11 AUTHORITY TO BIND PARTIES AND ENTER INTO AGREEMENT.** The undersigned represent that they have full authority to enter into this Agreement and to bind the parties for and on behalf of the legal entities set forth herein.

DATED this 30th day of January, 2017.

CITY OF MARYSVILLE

ANDES LAND SURVEYING PS

By: \_\_\_\_\_  
Jon Nehring, Mayor

By:  \_\_\_\_\_  
Jerry Andes, PLS  
Its: President

Attested/Authenticated:

\_\_\_\_\_  
April O'Brien, Deputy City Clerk

Approved as to form:

\_\_\_\_\_  
Jon Walker, City Attorney

## EXHIBIT A

The following is the scope of services for the 169<sup>th</sup> Street N.E. / 23<sup>rd</sup> Avenue N.E. survey, located in the Lakewood area.

### SCOPE:

- Establish horizontal and vertical control using NAD 83/1991 and NAVD 88 datums.
- Recover necessary plat and section corner monuments.
- Research and review property deeds, plats and existing right-of-way.
- Compute right-of-way and property boundaries adjacent.
- Compute and stake proposed road centerline.
- Field topography within and adjacent to right-of way.
- Compute topography.
- Prepare Road Survey Base maps in AutoCad and furnish an electronic file.
- Prepare legal descriptions for acquisitions and temporary construction easements.



# *Index #12*

**CITY OF MARYSVILLE AGENDA BILL**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: 3/27/17**

<b>AGENDA ITEM:</b>	
Ordinance Dedicating Right-of-Way	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b>
Jon Walker	
<b>DEPARTMENT:</b>	
Legal	
<b>ATTACHMENTS:</b>	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
<b>SUMMARY:</b>	

**Mother Nature's Window was comprised of five separate parcels. The City recently completed a boundary line adjustment to consolidate the five parcels into one parcel for the park. Three small tracts were segregated to serve as rights-of-way for 55<sup>th</sup> Avenue NE and 100<sup>th</sup> Street NE. This ordinance converts the tracts from park to dedicated public right-of-way.**

**RECOMMENDED ACTION:**

Staff recommends that the Council consider approving the ordinance dedicating the tracts as right-of-way.

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARYSVILLE,  
WASHINGTON, DEDICATING RIGHT-OF-WAY FOR PUBLIC USE.**

WHEREAS, The City of Marysville owned the following parcels 30051500300800, 30051500300500, 30051500300700, 30051500300100, 30051500300510, comprising Mother Nature's Window, a city park; and

WHEREAS, the City applied for a boundary line adjustment to the five parcels, BLA15-006, which was approved and recorded under auditor's file number 201701105004; and

WHEREAS, the boundary line adjustment resulted in a single parcel and three tracts, to wit: tracts 997, 998, and 999, depicted in Exhibit "A"; and

WHEREAS, these tracts were segregated to serve as right-of-way for 55<sup>th</sup> Avenue NE and 100<sup>th</sup> Street NE; and

WHEREAS, the public health, safety, and welfare will benefit by dedicating these three tracts to public use as right-of-way.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. Tract 997, as described and depicted in Exhibit "B" and auditor's file number 201701105004, is hereby dedicated to public use as right-of-way for 55<sup>th</sup> Avenue NE.

SECTION 2. Tracts 998 and 999, as described and depicted in Exhibit "C" and auditor's file number 201701105004, are hereby dedicated to public use as right-of-way for 100<sup>th</sup> Street NE.

SECTION 3. The proper officers of the City of Marysville shall record a certified copy of this ordinance with the Snohomish County Auditor and execute any tax affidavits or other documents required to dedicate these tracts to right-of-way.

SECTION 4. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

SECTION 5. Effective Date. This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

CITY OF MARYSVILLE

By \_\_\_\_\_  
JON NEHRING, MAYOR

Attest:

By \_\_\_\_\_  
APRIL O'BRIEN, DEPUTY CITY CLERK

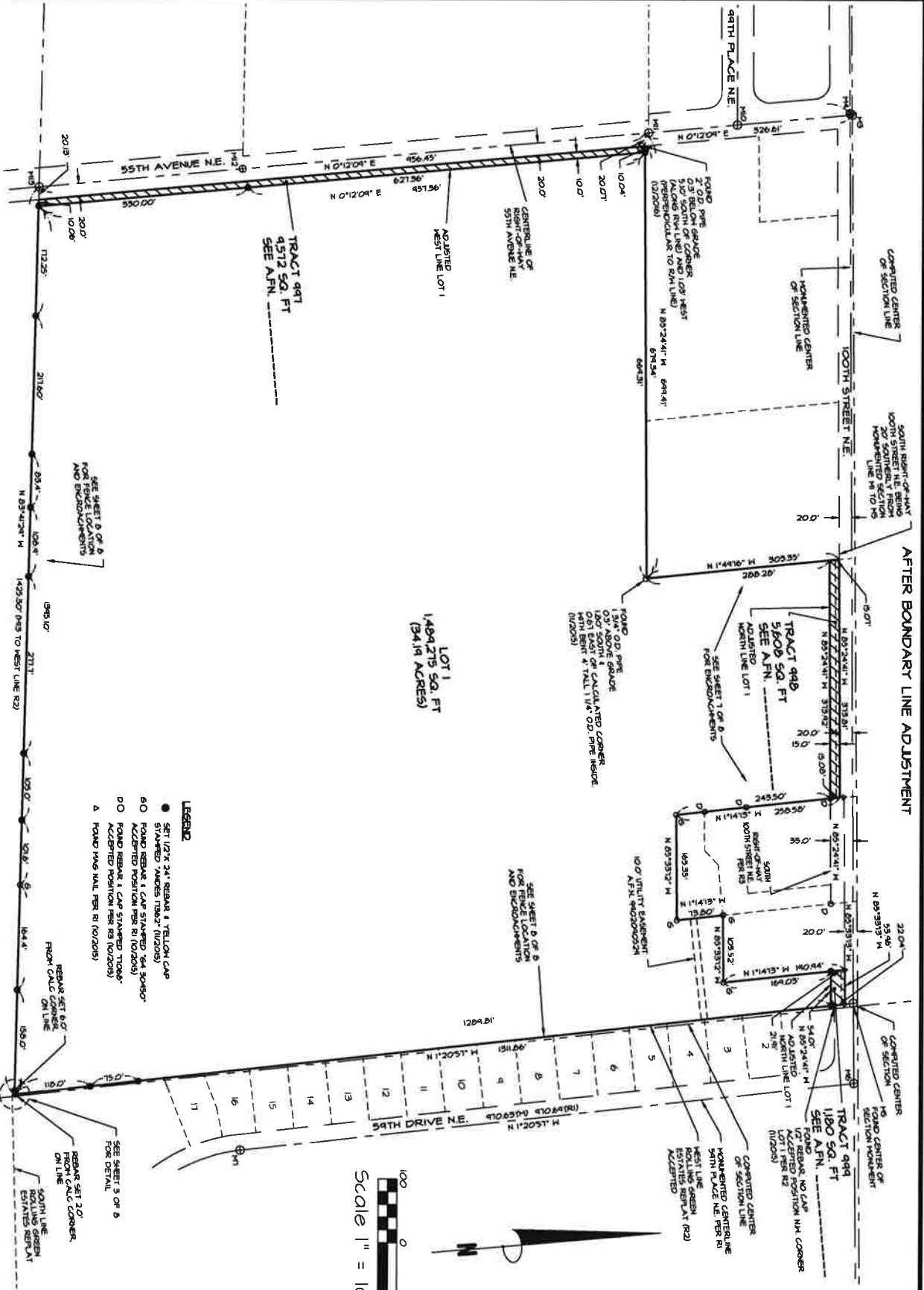
Approved as to form:

By \_\_\_\_\_  
JON WALKER, CITY ATTORNEY

Date of publication: \_\_\_\_\_

Effective Date (5 days after publication): \_\_\_\_\_

# EXHIBIT A



- LEGEND**
- SET 1/2" 24" REBAR & YELLOW CAP STAKED "ANDES TRAC" (10/2015)
  - FOUND REBAR & CAP STAKED "SA 30480" ACCEPTED POSITION PER RI (10/2015)
  - ○ FOUND REBAR & CAP STAKED "1066" ACCEPTED POSITION PER RI (10/2015)
  - △ FOUND 1/4" WALL PER RI (10/2015)

CITY OF MARYSVILLE BLA NO. 15-006 REV 04 28/12/2016

A.F.N.

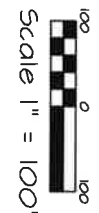


**ANDES**  
LAND SURVEYING, P.S.  
1523 TENTH ST.  
MARYSVILLE, WA 98270  
PHONE: 360-659-6639

DRAWN BY: JSM  
CHECKED: JBA  
DATE: 10/29/15

JOB DATA  
3005-15-24  
201510  
PROJ(S): PBL FILE  
0005-15-24 RDS 15-20-16-PDF

**RECORD OF SURVEY**  
**BOUNDARY LINE ADJUSTMENT**  
FOR  
**MOTHER NATURE'S WINDOW CITY PARK**  
CITY OF MARYSVILLE PARKS AND RECREATION  
A PORTION OF NEW 54/30480 AND 1066 EAST 1/4 SECTION 15, T15TH RANGE, E1 EAST 1/4, SPOKANE COUNTY, STATE OF WASHINGTON  
SHEET 6 OF 6



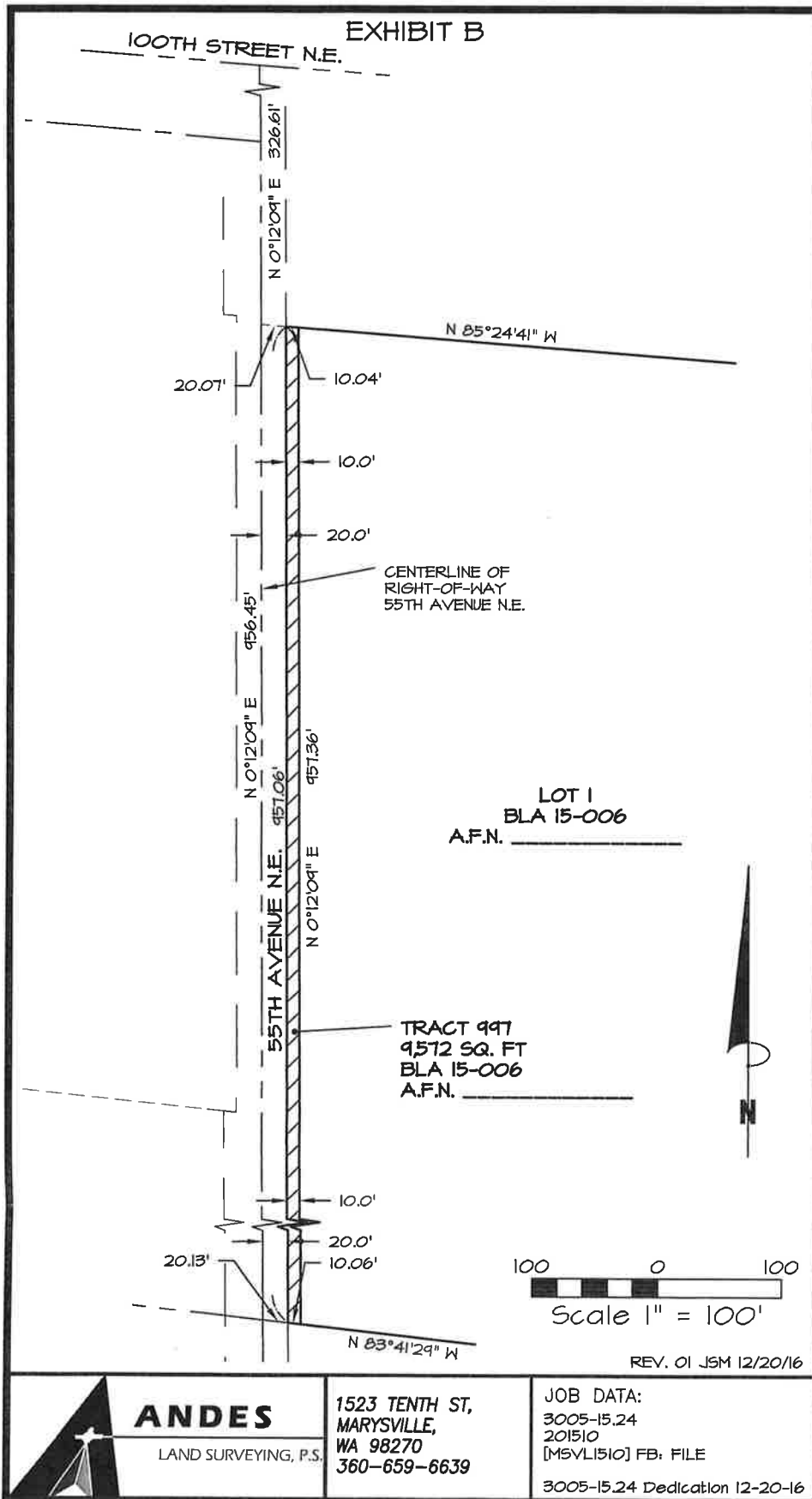
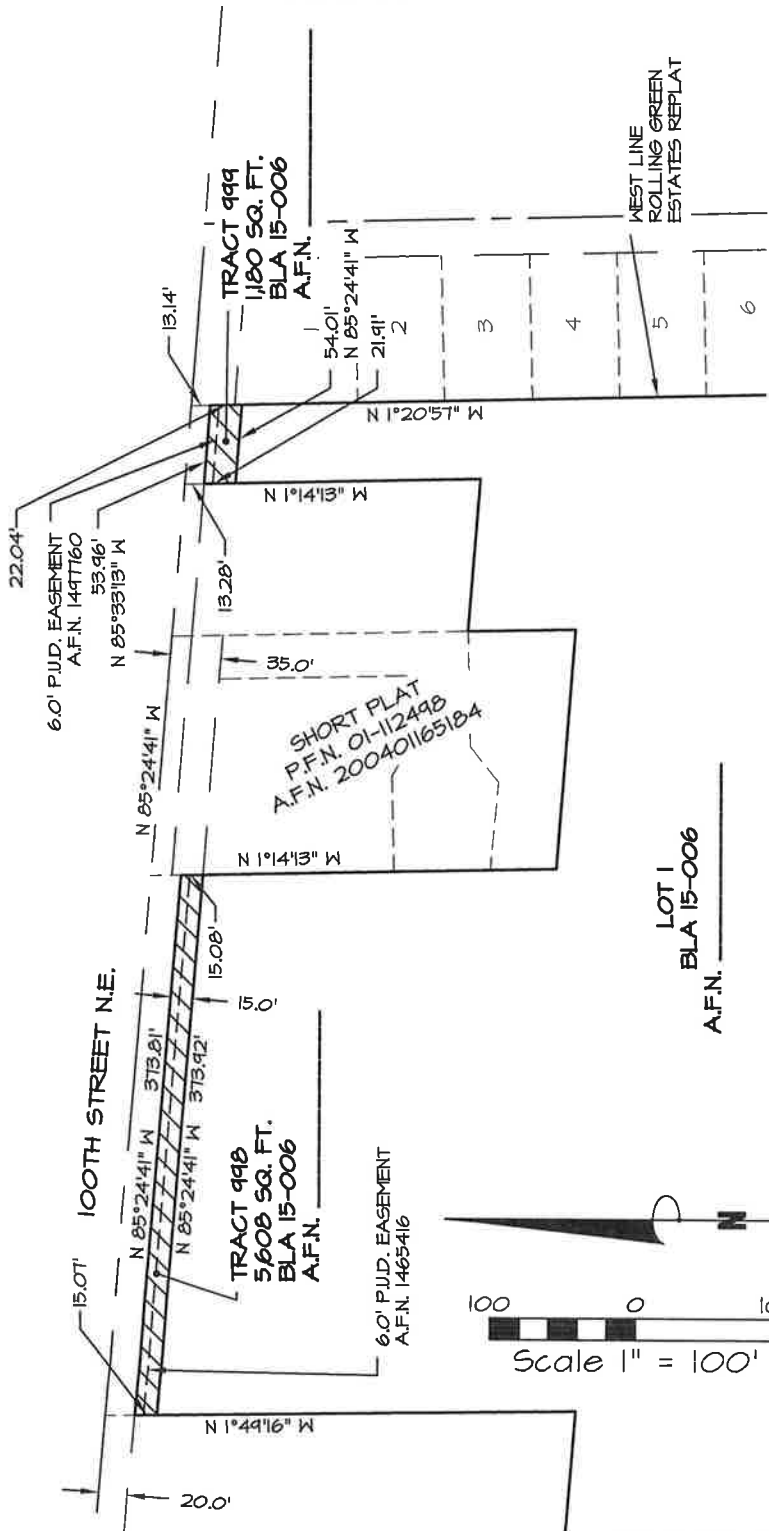


EXHIBIT C



REV. 01 JSM 12/20/16

 <p><b>ANDES</b> LAND SURVEYING, P.S.</p>	<p>1523 TENTH ST, MARYSVILLE, WA 98270 360-659-6639</p>	<p>JOB DATA: 3005-15.24 201510 [MSVL1510] FB; FILE 3005-15.24 Dedication 12-19-16</p>
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# *Index #13*



**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

AGENDA ITEM: PA 16-037 '2017-2022 Capital Facilities Plan Update'	AGENDA SECTION:	
PREPARED BY: Cheryl Dungan, Senior Planner	AGENDA NUMBER:	
ATTACHMENTS: 1. PC Recommendation to Council 2. Marysville <i>DRAFT</i> Capital Facilities Plan 2017-2022 3. Draft Ordinance	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

The Marysville Planning Commission (PC) completed their review and recommendation for the Marysville Capital Facilities Plan 2017-2022 (CFP). The CFP is the document that communicates the City's plan for capital construction and purchases for a six-year period as required by the Growth Management Act (GMA). While the CFP does not cover routine maintenance, it does include construction, engineering, administration, permitting, taxes and interest. Capital improvements that are included in the CFP are generally defined as any structure, improvement, piece of equipment or other major asset, including land that has useful life of at least ten years.

The PC held a public workshop on January 10, 2017 and held a Public Hearing on January 24, 2017 to accept public comment and to review the CFP following public notice. The PC recommendation is reflected in the attached January 24, 2017 PC Recommendation to Council.

The GMA allows jurisdictions to amend the Comprehensive Plan *not more than once* per calendar year. The statutory exceptions, contained in GMA, to the once per year adoption of amendments to the Comprehensive Plan are either:

1. It needs to be part of the budget process; or
2. It needs to be an emergency.

The proposed CFP update is included in the once per year amendments to 2016 Comprehensive Plan currently before the City Council.

RECOMMENDED ACTION: Approve the update to the 2017-2022 Capital Facilities Plan per the Planning Commission's recommendation.
COUNCIL ACTION:



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

## PC Recommendation – Capital Facilities Plan & Ordinance Update

The Planning Commission (PC) of the City of Marysville, having held a public hearing on January 24, 2016 in review of a NON-PROJECT action amendment of the Marysville Capital Facilities Plan, proposing adoption of an updated Capital Facilities Plan (CFP) and Ordinance, and having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

### FINDINGS:

1. The PC held a public work session to both introduce and review the NON-PROJECT action amendments proposing adoption of the NON-PROJECT action update to the Capital Facilities Plan (CFP) and Ordinance as described above, on January 10, 2017
2. A Determination of Non-significance for proposed Capital Facilities Plan update was issued on December 5, 2016. There were no appeals.
3. Community Development Staff submitted the NON-PROJECT action Capital Facilities Plan update to the Washington State Department of Commerce for 60-day review of comprehensive plan amendments in accordance with RCW 36.70A.106. No comments were received from State Agencies.
4. The PC held a duly-advertised public hearing on January 24, 2017 and received testimony from city staff regarding the proposed revisions. No one from the public spoke regarding the proposed revisions.

### CONCLUSION:

At the public hearing, held on January 24, 2017, the PC recommended **APPROVING** the update to the Capital Facilities Plan (CFP) and Ordinance.

### RECOMMENDATION:

Forwarded to City Council as a Recommendation of **APPROVAL** of the NON-PROJECT action known as the Capital Facilities Plan (CFP) and Ordinance update, this **January 24, 2017**.

By: \_\_\_\_\_

Stephen Leifer, Planning Commission Chair



## 2017 Capital Facilities Plan

03/14/2017

Washington's Growth Management Act of 1990 (GMA) established a framework of guidelines that municipalities must adhere to as they plan for future growth. In accordance with the GMA, the City of Marysville maintains several planning documents that outline the improvements necessary to support anticipated growth. These planning elements compose the City's Comprehensive Plan, which offers a broad, long-term vision for the City's future. Supporting documents include the six-year Transportation, Water, Sewer and Surface Water Improvement Plans, and this document—the Capital Facilities Plan.

As a whole, the planning documents define and provide the basis for necessary infrastructure improvements within the City. In addition, they outline the maintenance and rehabilitation programs necessary to sustain these systems.

The Capital Facilities Plan places specific focus on the projects that will be under way in 2017. It offers insight on the nature of and impetus for each of the projects, anticipated schedules for completion and project-specific budgets. A well-developed Capital Facilities Plan is essential in the budgeting process. As such, this document is a tool for City staff as we move forward with project planning, development, and administration, on both a global and project-specific basis. The City looks forward with optimism to delivery of our planned program.

**Facilities**

*Project Name:* Civic Campus

*Manager:*

*Project Number:*

*Budget Code:*

*Total Estimated Cost:* \$10,000,000

*Begin Year:* 2017

*Target Completion Year:* 2025

*Right of Way:*

*Changes from previous:*

*Description:* Construction of a new City Center which would consolidate City services in a visible site and add vitality to Downtown Planning Area 1.

*Location:* To be determined

*Environment:*

*Challenges:*

*Justification:* Expand public facilities and services and utilities so they do not hinder growth, while also encouraging growth to occur in a manner that will not strain the City's ability and resources to provide basic community services such as but not limited to the street system, water and sewer utilities, stormwater system, park and recreation, schools, police, fire and other general administrative functions.  
Encourage major governmental agencies to locate in Planning Area 1.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
Secured Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$7,500,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Affects all customers within the City by changing the way the City delivers services or does business.

Score: 3

## CFP - Project Descriptions

## Facilities

**Project Name:** Public Safety Building**Manager:****Project Number:** 1437**Budget Code:** 00105830.548000**Total Estimated Cost:** \$30,250,000**Begin Year:** 2017**Target Completion Year:** 2019**Right of Way:****Changes from previous:**

**Description:** This project is being undertaken to alleviate the potential for overcrowding of the current jail facility, to accommodate for future growth in the Police Department and to provide for an expected increase in the number of jail beds required to maintain an acceptable level of service.

The current phase of this project, which is presently underway, has consisted of a review of the existing facility, stakeholders meetings, planning, programming and conceptual design services to determine the City's overall needs and to propose a viable design alternatives to City Council.

Future phases of this project may include Permitting, Construction Plan approval, and ultimately, construction of the approved alternative.

**Location:** 1635 Grove Street**Environment:** None at this time.

**Challenges:** Existing site constraints, complex operations associated with the affected work groups, construction phasing and the overall project cost.

**Justification:** This project will improve upon or replace the existing jail facility, which is 25 years old, and has reached the end of it's useful life. The jail is currently not large enough to allow for an appropriate level of daily bookings. This is due to a population growth of approximately 50,000 residents since it's construction in 1989. The police department has grown significantly in in this time as well and simply cannot house the number of staff and functions it is currently being used for.

<b>Funds:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
001 - General	\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
901 - General Long Term Debt	\$0	\$0	\$5,000,000	\$15,000,000	\$15,000,000	\$0	\$0	\$0	\$35,000,000
<b>Total:</b>	<b>\$50,000</b>	<b>\$200,000</b>	<b>\$5,000,000</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,250,000</b>

**Funding Unspecified**

<b>Costs:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Design/Study	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Permit Fees	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$15,000,000	\$15,000,000	\$0	\$0	\$0	\$0	\$30,000,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total:</b>	<b>\$50,000</b>	<b>\$200,000</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,250,000</b>

**Policy Decisions:**

Decreases demand on Operations &amp; Maintenance resources.

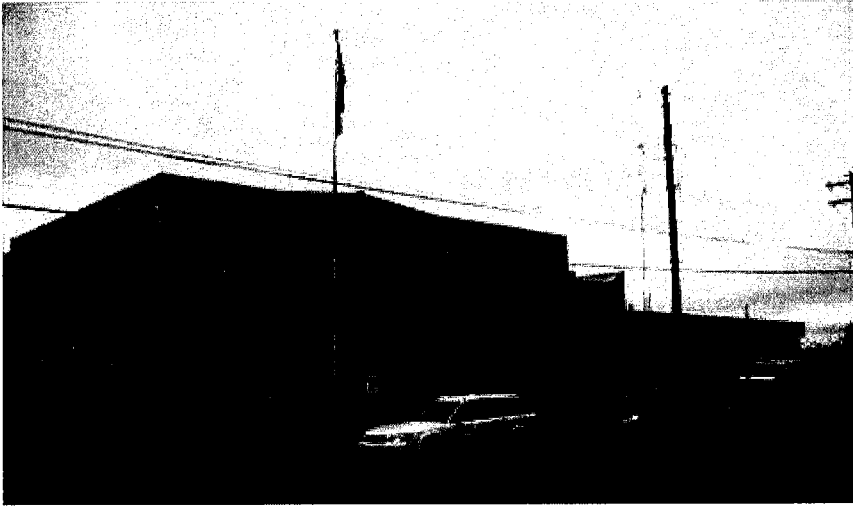
Funding expected the year after the project approved in the CFP.

Increases infrastructure capacity to alleviate existing service deficiencies.

Maintains or Improves Level of Service standards.

**Score:** 4

CFP - Project Descriptions



Existing Public Safety Building

**Facilities**

**Project Name:** WWTP Office Building Retrofit

**Manager:** None

**Project Number:** S1404

**Budget Code:** 40230594.563000

**Total Estimated Cost:** \$7,753,712

**Begin Year:** 2017

**Target Completion Year:** 2025

**Right of Way:**

**Changes from previous:**

**Description:** This project is being undertaken to alleviate overcrowding at the Public Works facility, to accommodate for future growth of Public Works and to move Sanitation operations from the Mill Site in preparation for future development of that site.

The current phase of this project, which is presently underway, has consisted of a review of the existing facilities and infrastructure, stakeholders meetings, planning, programming and conceptual design services to determine the City's overall needs and to propose a viable design alternative.

Future phases of this project will include Permitting, Construction Plan approval, and ultimately, construction of the approved alternative.

**Location:** 80 Columbia Avenue

**Environment:** Possible wetland buffer fill

**Challenges:**

**Justification:** The existing Public Works facilities are currently experience operational complications due to overcrowding. This new facility will allow for the re-allocation of selected divisions, which will in turn allow the existing facilities to better serve the remaining divisions. This reallocation of staff will also provide room for future expansion in the existing facilities. Furthermore, this facility will provide a new home for the Sanitation division, which is currently housed on the neighboring Mill property. Moving Sanitation will allow the City to sell or redevelop the Mill property.

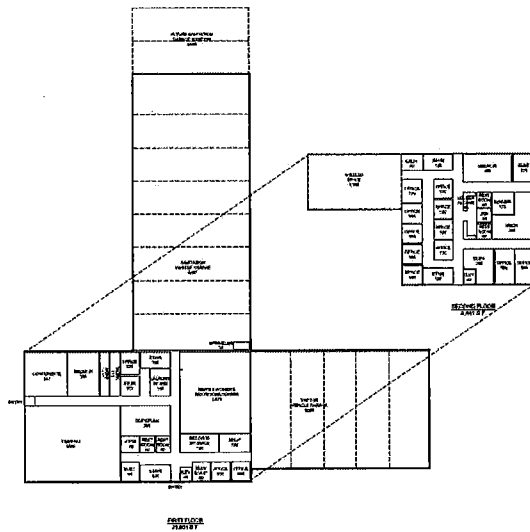
<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$53,712	\$0	\$0	\$0	\$0	\$0	\$0	\$7,700,000	\$7,753,712
<b>Total:</b>	\$53,712	\$0	\$0	\$0	\$0	\$0	\$0	\$7,700,000	\$7,753,712
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$53,712	\$0	\$0	\$0	\$0	\$0	\$0	\$53,712
Plans & Specifications	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000	\$7,000,000
<b>Total:</b>	\$0	\$53,712	\$0	\$0	\$0	\$0	\$0	\$7,700,000	\$7,753,712

**Policy Decisions:**

Maintains or Improves Level of Service standards.

**Score:** 1

CFP - Project Descriptions



One of many preliminary alternative designs



**Parks**

**Project Name:** Hickok Park Improvements

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$12,000

**Begin Year:** 2017

**Target Completion Year:** 2019

**Right of Way:**

**Changes from previous:**

**Description:** Renovation of park access points including complete renovation of landscaping, fencing, retaining wall and extruded curbing of recently installed play system

**Location:**

**Environment:**

**Challenges:**

**Justification:** This is the city's oldest neighborhood park and needs to be renovated with updated materials. Once complete the park will be more accessible due to the removal of stairs which are the only interior access point. The site furnishings can no longer be maintained after next season.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$4,000	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$12,000
<b>Total:</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$4,000	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$12,000
<b>Total:</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Uses sustainable practices in construction.
- Eliminates a risk or hazard to public health or safety.

**Score:** 5



## CFP - Project Descriptions

## Parks

**Project Name:** Ebey Waterfront Park & Trail Improvements

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$13,000,000

**Begin Year:** 2017

**Target Completion Year:** 2019

**Right of Way:**

**Changes from previous:**

**Description:** Utilizing the recently acquired Geddes Marina removal of existing structures and cleanup of the site, evaluation of filling the current tidally influenced pond into a water oriented recreational site or filling of the pond and removing historic tide gates which are in disrepair and failing. Through the development of a Master Plan the project will address approximately 3 acres of new parkland opportunities that can be created with turfed areas, amphitheater, trails, landscape improvements, public amenities and site furnishings.

**Location:** First Street

**Environment:** Shoreline access and cleanup

**Challenges:** Funding and Developer collaborations

**Justification:** Improve the Ebey Slough Shoreline to include public access to the city's shoreline for recreational purposes. Increase access for non motorized boating, fishing, special events, wildlife viewing, education and interpretive opportunities to tie into the Qwulooit trail corridor. Converts private use into public uses. Provides open space and public gathering space for a variety of special events, possible leaseholds improvements dedicated to recreation and quality of life programming including kayak rentals, restaurants, shopping and festival venues.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$0	\$0	\$2,000,000	\$200,000	\$0	\$0	\$0	\$0	\$2,200,000
001 - General	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
901 - General Long Term Debt	\$0	\$0	\$0	\$4,000,000	\$5,000,000	\$0	\$0	\$0	\$9,000,000
Funding Needed	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
402 - Utility Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total:</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$2,000,000</b>	<b>\$4,200,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,400,000</b>

### Permitting \$2,000,000 Construction

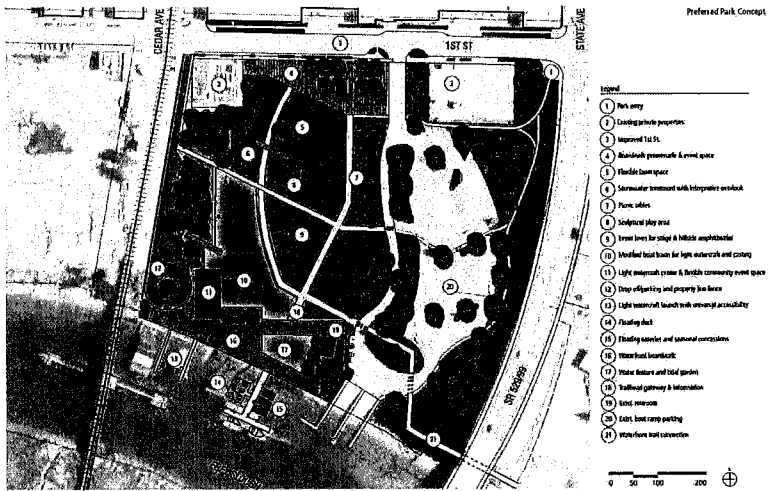
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$2,000,000	\$2,000,000	\$6,000,000	\$5,000,000	\$0	\$0	\$0	\$15,000,000
Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total:</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$6,000,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>

### Policy Decisions:

- Maintains or Improves Level of Service standards.
- Funding expected 4 - 6 years after the project approved in the CFP.
- Uses sustainable practices in construction.
- Meets all environmental compliance requirements.
- Eliminates a risk or hazard to public health or safety.
- Preserves or extends the life of an existing asset.
- Increases infrastructure capacity to meet future growth needs.
- Attracts new businesses or helps retain existing businesses.

**Score:** 8

CFP - Project Descriptions



Marysville Waterfront Park | Draft Master Plan | February 22, 2016 | 16

## CFP - Project Descriptions

## Parks

**Project Name:** Strawberry Fields Athletic Park

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$2,310,000

**Begin Year:** 2017

**Target Completion Year:** 2020

**Right of Way:**

**Changes from previous:**

**Description:** Replace grass fields with synthetic Field Turf product on three full size soccer fields. Drainage has been installed to accommodate the project which includes removal of existing organics, importation of sand, installation of turf carpet and edging. Costs associated are estimated at \$770,000 per field for a total project of \$2,310,000

**Location:** 152nd Street NE

**Environment:** Enhances drainage, eliminates use of gasoline mowers, fertility practices and is permissible.

**Challenges:** Cost

**Justification:** installation of field turf fields will provide a significant improvement to the community in providing all weather fields year round, Maintenance costs will be reduced 70% and the cost per use will drop 60% . The community will offset replacement costs due to rentals as the field is currently lighted. Additional revenue will be generated due to additional league play and tournament opportunities.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$0	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0	\$750,000
105 - Hotel Tax Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
901 - General Long Term Debt	\$0	\$0	\$0	\$0	\$0	\$1,560,000	\$0	\$0	\$1,560,000
<b>Total:</b>	\$0	\$0	\$0	\$0	\$0	\$2,310,000	\$0	\$0	\$2,310,000

Hotel Motel Funds would be acquired through Snohomish County Tourism Promotion Area (TPA) Hotel Grant program.

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$0	\$0	\$2,310,000	\$0	\$0	\$2,310,000
<b>Total:</b>	\$0	\$0	\$0	\$0	\$0	\$2,310,000	\$0	\$0	\$2,310,000

### **Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Funded by a grant with identified local match.
- Uses sustainable practices in construction.
- Meets all environmental compliance requirements.
- Eliminates a risk or hazard to public health or safety.
- Preserves or extends the life of an existing asset.
- Increases infrastructure capacity to meet future growth needs.
- Uses innovative solutions, approaches, or use technology in creative ways.

**Score:** 9

CFP - Project Descriptions



CFP - Project Descriptions

**Parks**

**Project Name:** Northpointe Park

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$65,000

**Begin Year:** 2017

**Target Completion Year:** 2020

**Right of Way:**

**Changes from previous:**

**Description:** Northpointe Park is a 20 acre park located adjacent to the 73rd Street Reservoir. Improvements have been made recently including new play equipment features and fitness equipment. The park has a significant trail system that should be paved to enhance uses and reduce ongoing maintenance.

**Location:** 71st Ave NE

**Environment:** Associated drainage

**Challenges:**

**Justification:** The extensive trail system would be enhanced by paving the entire system surface of approximately 1.3 miles. The trail connect three subdivisions to the park and would be welcomed by the community as an outdoor recreational improvement. Use of existing infrastructure will reduce costs as the rock bed is in sound condition to pave over.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$0	\$0	\$65,000	\$0	\$0	\$0	\$65,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,000</b>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$0	\$65,000	\$0	\$0	\$0	\$65,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,000</b>

**Policy Decisions:**

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Eliminates a risk or hazard to public health or safety.

Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

Increases infrastructure capacity to meet future growth needs.

**Score:** 5



CFP - Project Descriptions

**Parks**

*Project Name:* Jennings Memorial Park Improvements

*Manager:* Jim Ballew

*Project Number:*

*Budget Code:*

*Total Estimated Cost:* \$101,000

*Begin Year:* 2017

*Target Completion Year:* 2019

*Right of Way:*

*Changes from previous:*

*Description:* Park improvements are needed to support the city's most active and utilized park. Project elements include the following:

- New Public Restroom- East Ball field- \$52,000
- East parking lot paving-\$14,000
- Main trail paving- \$12,000
- Jennings Barn Renovation- Restrooms \$23,000

*Location:* 6915 Armar Road

*Environment:* Paving improvements will greatly assist in managing drainage throughout the topography of the park. Improvements will assist in reduction in property damage during high rain events and flooding.

*Challenges:*

*Justification:* Improvements are needed to sustain increased uses of the city's largest outdoor and indoor facilities provided to the general public. Additional restroom facilities are highlighted within Parks and recreation community surveys. Portable facilities are leased annually and have been subject to vandalism and high replacement costs. Paving projects will eliminate annual maintenance challenges and provide a safe and passable surface for the majority of park visitors

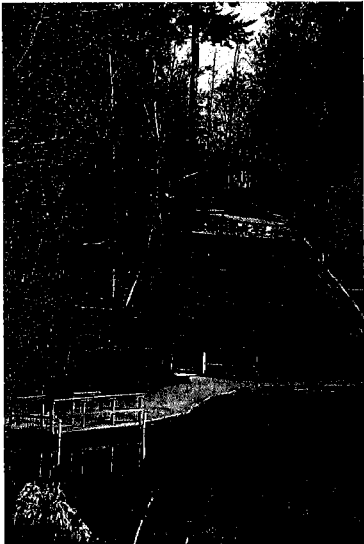
<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$22,000	\$0	\$0	\$0	\$0	\$0	\$22,000
109 - CDBG Program	\$0	\$23,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$75,000
310 - GMA Parks	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$24,000
<b>Total:</b>	<b>\$0</b>	<b>\$23,000</b>	<b>\$98,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$23,000	\$98,000	\$0	\$0	\$0	\$0	\$0	\$121,000
<b>Total:</b>	<b>\$0</b>	<b>\$23,000</b>	<b>\$98,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,000</b>

**Policy Decisions:**

- Funded by a grant with identified local match.
- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Uses sustainable practices in construction.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Eliminates a risk or hazard to public health or safety.
- Preserves or extends the life of an existing asset.

*Score:* 7

CFP - Project Descriptions





## CFP - Project Descriptions

## Parks

**Project Name:** Comeford Park Improvements**Manager:** Jim Ballew**Project Number:****Budget Code:****Total Estimated Cost:** \$66,500**Begin Year:** 2017**Target Completion Year:** 2017**Right of Way:****Changes from previous:**

**Description:** Complete Phase II and III of improvements to Comeford Park with new BBQ plaza and Playground equipment.  
 Replace current NW corner of play equipment with BBQ plaza including covered area, site furnishings and recycling center.  
 Phase III includes replacement of play system and surfacing to compliment increased activity adjacent to Spray Park

**Location:** 5th and Delta**Environment:** NA**Challenges:**

**Justification:** Increase opportunities for outdoor public uses for passive and active recreation. Project provides public gathering space and will assist in revenue generation as facility rentals will support ongoing maintenance costs.  
 Increases public facility inventory.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000
109 - CDBG Program	\$0	\$38,500	\$0	\$30,000	\$0	\$0	\$0	\$0	\$68,500
<b>Total:</b>	<b>\$0</b>	<b>\$38,500</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,500</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$38,500	\$0	\$60,000	\$0	\$0	\$0	\$0	\$98,500
<b>Total:</b>	<b>\$0</b>	<b>\$38,500</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,500</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Funded by a grant with identified local match.
- Uses sustainable practices in construction.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Preserves or extends the life of an existing asset.

**Score:** 6

CFP - Project Descriptions



CFP - Project Descriptions

**Parks**

**Project Name:** Mother Natures Window II

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$358,000

**Begin Year:** 2017

**Target Completion Year:** 2020

**Right of Way:**

**Changes from previous:**

**Description:** Unimproved 35 acre park dedicated to the city from Snohomish County Parks. Project includes Master Planning and improvements for passive uses by a regional community. The park is a beautiful forested oasis centered in corporate Marysville limits. Improvements include access, parking, public restroom facilities, trail enhancements, fencing, signage, interpretative areas and programming areas that may also be utilized as rental facilities. An off leash dog park will also be considered on site.

**Location:** 100th at 55th Street NE

**Environment:** Sensitivity to existing forestry and passive uses.

**Challenges:** Current level of vandalism and illegal activities promote funding considerations.

**Justification:** Project will provide new regional and community park uses. Passive recreation and new trails will highlight the facility uses. New infrastructure will be developed to provide both public access and emergency response access to the site which is very difficult to service. This site was very popular when privately owned as a recreational opportunity.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$15,000	\$0	\$0	\$33,000	\$0	\$0	\$0	\$48,000
310 - GMA Parks	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$155,000
Grant Award	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$155,000
<b>Total:</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$343,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$358,000</b>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Construction	\$0	\$0	\$0	\$0	\$343,000	\$0	\$0	\$0	\$343,000
<b>Total:</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$343,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$358,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Funded by a grant with identified local match.
- Funding expected 4 - 6 years after the project approved in the CFP.
- Uses sustainable practices in construction.
- Meets all environmental compliance requirements.
- Preserves or extends the life of an existing asset.
- Increases infrastructure capacity to meet future growth needs.

**Score:** 8

CFP - Project Descriptions

**Parks**

Project Name: Cedarcrest Golf Course

Manager: Jim Ballew

Project Number:

Budget Code:

Total Estimated Cost: \$170,000

Begin Year: 2017

Target Completion Year: 2019

Right of Way:

Changes from previous:

Description: Irrigation System Replacement and Drainage Improvements. Replacement of golf course controllers that manage all irrigation activities. Drainage system renovation and installation of new drain lines to manage surface and ground water influences from adjacent developments.

Location: 84th Street NE

Environment:

Challenges: Funding

Justification: Golf Course infrastructure is essential to the success of the course. The irrigations system is an essential component of the course and reached over 75% of the 99 acre facility. The golf course provides a scenic recreational opportunity that is supported by the general fund and course revenues collected from users.

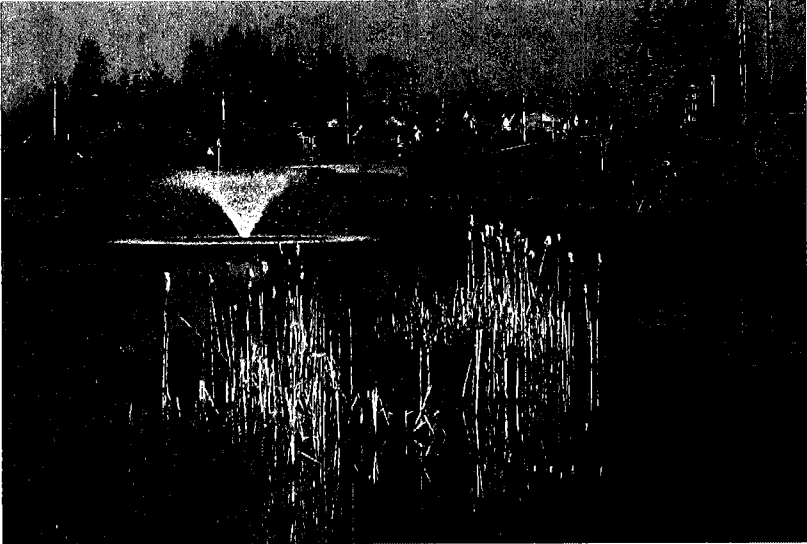
<b>Funds:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
420 - Golf Course Operating	\$0	\$0	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>
<b>Costs:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Construction	\$0	\$0	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>

**Policy Decisions:**

- Eliminates a risk or hazard to public health or safety.
- Attracts new businesses or helps retain existing businesses.
- Uses innovative solutions, approaches, or use technology in creative ways.
- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Funded with increased rates or no identified source.
- Uses sustainable practices in construction.
- Increases infrastructure capacity to meet future growth needs.
- Preserves or extends the life of an existing asset.

Score: 9

CFP - Project Descriptions



CFP - Project Descriptions

**Parks**

**Project Name:** Northpointe East Park Improvements

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$8,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:**

**Changes from previous:**

**Description:** Provide improvements that include new trail paving to connect to Bayview Trail corridor. Purchase new play equipment for older age groups 5-12 and install swing set.

**Location:**

**Environment:** N/A

**Challenges:**

**Justification:** With the addition of the Bayview Trail the current equipment was designed for 1-5 age groups and older age groups are damaging the equipment as it is undersized. Additionally the site visitation has increased due to the trail and new residential growth requiring additional facilities and access.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
310 - GMA Parks	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$8,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$8,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Preserves or extends the life of an existing asset.
- Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

**Score:** 5



**Parks**

**Project Name:** Deering Wildflower Acres Park Upgrades

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$25,000

**Begin Year:** 2017

**Target Completion Year:** 2019

**Right of Way:**

**Changes from previous:**

**Description:** Deering Wildflower Acres Park is in need of facility upgrades to the Caretaker residence, carport and on-site laboratory, access gate and parking areas. Project also includes additional fencing to support management of unauthorized access to the park when closed.

**Location:** 79th Ave NE Sunnyside area

**Environment:** None

**Challenges:**

**Justification:** Meets ongoing obligations of maintaining parks and facilities for public uses. Reduces risk to community. Enhances user experiences for current recreation programs and opportunities.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$0	\$20,000	\$5,000	\$0	\$0	\$0	\$25,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$20,000	\$5,000	\$0	\$0	\$0	\$25,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>

**Policy Decisions:**

- Decreases demand on Operations & Maintenance resources.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Eliminates a risk or hazard to public health or safety.
- Preserves or extends the life of an existing asset.

**Score:** 4



CFP - Project Descriptions

**Parks**

**Project Name:** Jennings Nature Park

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$29,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:**

**Changes from previous:**

**Description:** Park improvements include new restroom roof, fencing replacement, refurbishing of aluminum play structure with powder coating and new equipment. Replacement of all site furnishings to above ground fixtures and concrete pad surroundings and trail paving repairs.

**Location:** SR 528 and 53rd. Street NE

**Environment:** Project will improve environmental conditions.

**Challenges:** Funding

**Justification:** Ongoing improvements to one of city's largest park facilities are required to maintain the integrity of the facilities utilized by the public. Improvements will enhance the outdoor recreation experience. With new signalization at the park entrance staff expects higher utilization of park and increased demands of additional facilities and maintenance.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
109 - CDBG Program	\$4,000	\$10,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$29,000
<b>Total:</b>	<b>\$4,000</b>	<b>\$10,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$4,000	\$10,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$29,000
<b>Total:</b>	<b>\$4,000</b>	<b>\$10,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Uses sustainable practices in construction.
- Eliminates a risk or hazard to public health or safety.
- Preserves or extends the life of an existing asset.

**Score:** 5





CFP - Project Descriptions

**Parks**

**Project Name:** Parkside Way Park

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$10,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:**

**Changes from previous:**

**Description:** Provide improvements to established neighborhood park including fencing, addition of swing set and basketball standard to existing court. Provide additional play equipment for younger age group 0-5 years. Add entryway lighting of park and new landscape features.

**Location:** 7720 64 Th ST NE

**Environment:** N/A

**Challenges:** Funding

**Justification:** Supports ongoing maintenance of neighborhood park facility that has fallen in disrepair due to aged equipment. Improvements will enhance outdoor recreation opportunities and quality of life.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Total:</b>	<i>\$0</i>	<i>\$0</i>	<i>\$10,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$10,000</i>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Total:</b>	<i>\$0</i>	<i>\$0</i>	<i>\$10,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$10,000</i>

**Policy Decisions:**

Decreases demand on Operations & Maintenance resources.

Maintains or Improves Level of Service standards.

Uses sustainable practices in construction.

Preserves or extends the life of an existing asset.

Score: 4



CFP - Project Descriptions

**Parks**

Project Name: Verda Ridge Neighborhood Park

Manager: Jim Ballew

Project Number:

Budget Code:

Total Estimated Cost: \$18,000

Begin Year: 2017

Target Completion Year: 2017

Right of Way:

Changes from previous:

Description: Remove aged wood play structure and replace with new system. Add site furnishings to create neighborhood gathering opportunities. Add new swing set. Add water access for drinking and BBQ support.

Location: 52 nd Street NE

Environment: N/A

Challenges: Funding

Justification: Supports ongoing maintenance of neighborhood park facility that has fallen in disrepair due to aged equipment. Improvements will enhance outdoor recreation opportunities and quality of life.

<b>Funds:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
001 - General	\$0	\$15,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$18,000
<b>Total:</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,000</b>
<b>Costs:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Construction	\$0	\$15,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$18,000
<b>Total:</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Funding expected 2 - 3 years after the project approved in the CFP.
- Increases infrastructure capacity to alleviate existing service deficiencies.

Score: 4



**Parks**

*Project Name:* Kiwanis Park Paving *Manager:* Jim Ballew

*Project Number:* *Budget Code:* *Total Estimated Cost:* \$4,000

*Begin Year:* 2017 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

*Description:* Paving of graveled parking area.

*Location:* 44th Street NE - Sunnyside

*Environment:* Drainage Plan

*Challenges:* Funding

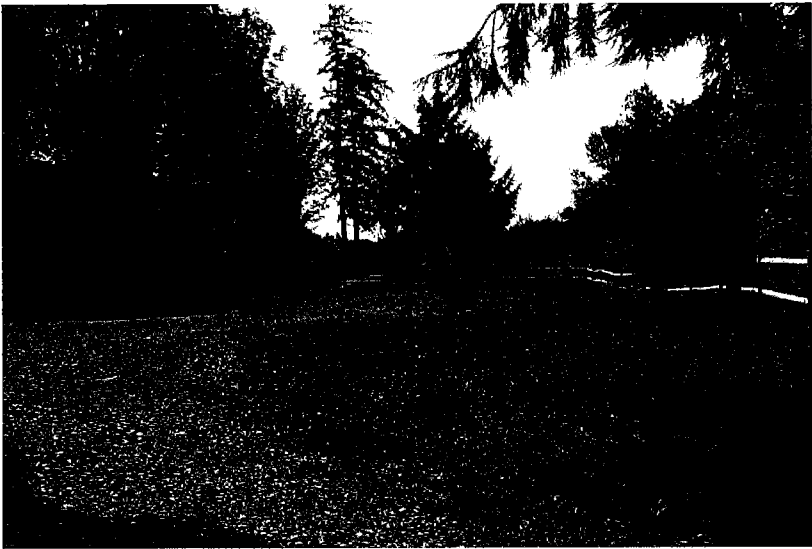
*Justification:* Will enhance the parks accessibility.  
Will increase visitation and maintenance efficiencies.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
<b>Total:</b>	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
<b>Total:</b>	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Decreases demand on Operations & Maintenance resources.
- Eliminates a risk or hazard to public health or safety.

Score: 3



## CFP - Project Descriptions

**Parks***Project Name:* Mother Natures Window*Manager:**Project Number:**Budget Code:**Total Estimated Cost:* \$1,500,000*Begin Year:* 2017*Target Completion Year:* 2019*Right of Way:**Changes from previous:**Description:* Development of unimproved property for passive recreational uses. Public access, parking, utilities, trails, lighting, irrigation and drainage systems, site furnishings within 30 acre facility.*Location:* 55th Ave NE and 100th St NE*Environment:**Challenges:*

*Justification:* City acquired land through annexation for future development. Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system. Develop recreational facilities to provide accommodations for users of the area's recreational amenities.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Grant Award	\$0	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0	\$750,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Meets all environmental compliance requirements.

Increases infrastructure capacity to alleviate existing service deficiencies.

*Score:* 3

**Parks**

**Project Name:** Bayview/Whiskey Ridge Trail South

**Manager:**

**Project Number:** 2016A1

**Budget Code:**

**Total Estimated Cost:** \$450,000

**Begin Year:** 2017

**Target Completion Year:** 2022

**Right of Way:**

**Changes from previous:**

**Description:** This project will provide funding to continue regional trail development of the Bayview and Whiskey Ridge trail system.

Environmental Considerations: Wetland Study and Mitigation Requirements.

**Location:** Power line Corridor

**Environment:**

**Challenges:**

**Justification:** Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.

Develop recreational facilities to provide accommodations for users of the area's recreational amenities.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
310 - GMA Parks	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Grant Award	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450,000</b>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Design	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
Acquisition	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
Construction	\$0	\$0	\$0	\$0	\$0	\$405,000	\$0	\$0	\$405,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

**Score:** 2

**Parks**

**Project Name:** Ebey Waterfront Trail System

**Manager:** Parks

**Project Number:** P1301

**Budget Code:**

**Total Estimated Cost:** \$3,200,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:** None

**Changes from previous:**

**Description:** This project will provide shoreline access and new trails surrounding the Qwuloolt Estuary. The project includes phased trail development on city property in concert with public access to the estuary. Trails are anticipated to connect Ebey Waterfront Park and Harborview Park area(s) to downtown access.

**Environmental Considerations:** The project will be accomplished in up to 4 phases and may require different levels of permitting for environmental approval.

**Challenges:** Easement acquisition, meeting construction schedule prior to actual breach of the existing dike which may prohibit over water construction.

**Location:** Ebey Waterfront Park to Olympic View Park

**Environment:** East and Central Trail alignment and conditions will require different design standards and construction practices.

**Challenges:** Funding and construction applications.

**Justification:** Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.

Develop recreational facilities to provide accommodations for users of the area's recreational amenities.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
310 - GMA Parks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grant Award	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
001 - General	\$0	\$0	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,200,000</b>

Grants anticipated are a required 50% match program including- RCO WWRP, LWCF and ALEA Funding sources

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$3,200,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,200,000</b>

**Policy Decisions:**

Uses sustainable practices in construction.

Increases infrastructure capacity to alleviate existing service deficiencies.

Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

Increases infrastructure capacity to alleviate existing service deficiencies.

Funded by a grant with identified local match.

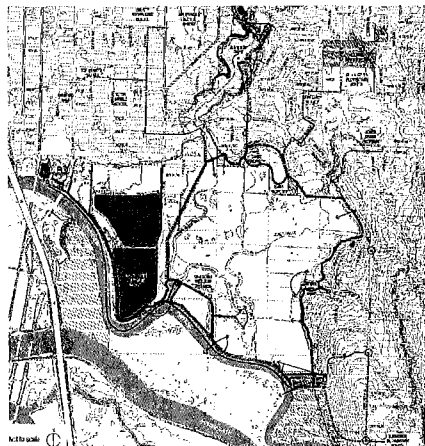
Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

Maintains or Improves Level of Service standards.

**Score:** 7

CFP - Project Descriptions

Proposed Trail Alignment Plan



- LEGEND
- Fenc
  - Gap Property
  - Daily Sale Property
  - Wetland
  - 100 Year Flood Line
  - In Shore Zone
  - Easement
  - Property Not Agreed
  - Jurisdictional Trail Alignment
  - Road Right
  - Disputed Corner/Line
  - Other Trail
  - Trench
  - In Building
  - In, Proposed Access Point
  - Proposed/Agreed Access Point
  - In, Existing Access Point
  - Proposed Trail Access in Parking
  - Open Structure
  - Utility Structure
  - Existing
  - New Point
  - In, Existing Survey Point

Mapas/Reed

Marysville Ebey Waterfront Trail | Draft Alignment Plan | February 22, 2015 | 1

**Parks**

*Project Name:* Cedarcrest Vista Park

*Manager:* Jim Ballew

*Project Number:*

*Budget Code:*

*Total Estimated Cost:* \$16,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* Remove existing wooden play structure and replace with metal system. Provide new signage and landscape improvements to park including removal of trees on north fence line for visual acuity.

*Location:* 82nd Street NE

*Environment:* NA

*Challenges:* Funding

*Justification:* Current system is in failure due to aging wood construction. New improvements will enhance the use of the park in a well established neighborhood adjacent to the Cedarcrest Middle School. New signage will assist in defining appropriate uses and characteristics of the park for public uses.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000
<b>Total:</b>	<b>\$0</b>	<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>

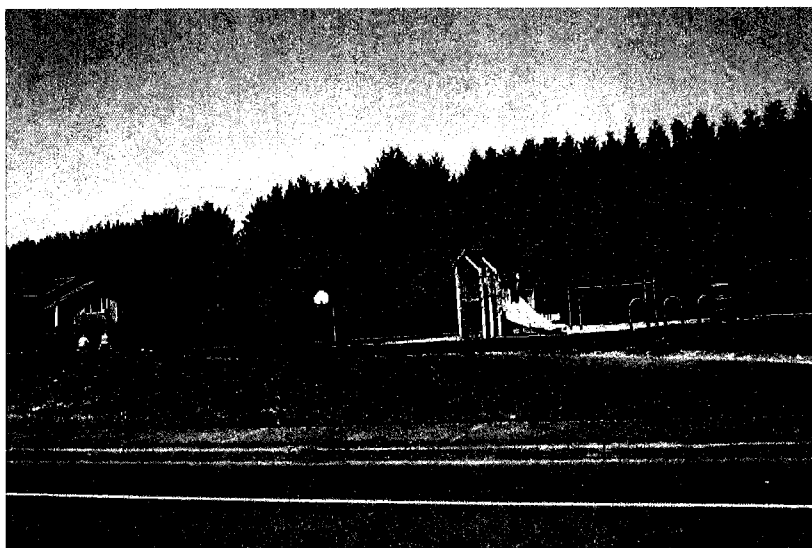
  

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000
<b>Total:</b>	<b>\$0</b>	<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>

**Policy Decisions:**

- Decreases demand on Operations & Maintenance resources.
- Uses sustainable practices in construction.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Eliminates a risk or hazard to public health or safety.
- Preserves or extends the life of an existing asset.

*Score:* 5





CFP - Project Descriptions

**Parks**

**Project Name:** Olympic View Park Development

**Manager:** Parks

**Project Number:** Budget Code: 310

**Total Estimated Cost:** \$1,100,000

**Begin Year:** 2017 **Target Completion Year:** 2019 **Right of Way:** None

**Changes from previous:**

**Description:** Development of 11 acre site into community park and connection to Ebey Waterfront Trail system. Grant funds have been pursued through Recreation Conservation Office in 2016. Park features include: Restrooms, parking improvements, play areas, scenic overlooks, extensive ADA trail improvements to Ebey Trail connection, cartop boating launch/retrieval opportunity, utilities, lighting, landscaping and fencing.

**Location:** 49th Dr NE Sunnyside area

**Environment:** Building permit and drainage design

**Challenges:** Funding

**Justification:** Site is included in recent Comprehensive Park Plan 2016-2020. Site has been recognized by the state and approved within the economic development plan for the area.

<b>Funds:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Grant Award	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
310 - GMA Parks	\$0	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>

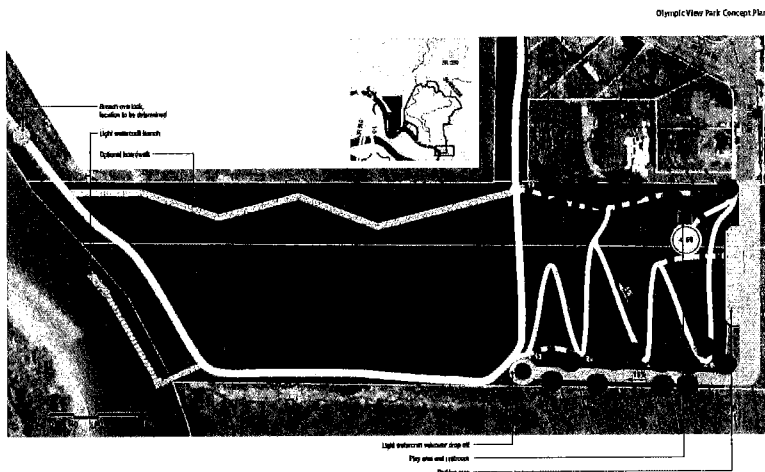
RCO funding allocation is pending for the 2016 cycle. If grant funds are not awarded the project may be delayed.

<b>Costs:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Construction	\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Funded by a grant with identified local match.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Increases infrastructure capacity to meet future growth needs.
- Funding expected the year after the project approved in the CFP.

Score: 5



CFP - Project Descriptions

## CFP - Project Descriptions

**Parks****Project Name:** Ebey Waterfront Park Development**Manager:** Parks**Project Number:****Budget Code:****Total Estimated Cost:** \$9,180,000**Begin Year:** 2017**Target Completion Year:** 2019**Right of Way:** None**Changes from previous:**

**Description:** Re-development of the Ebey Waterfront Park in concert with new development of the former Geddes Marina site for a regional / community park facility that will include the following elements: Storm water management, hardscape improvements to the tidal pond, carto boating access and training and storage center, trails and trail connection to Ebey Trail network, park and open space development for community special events and year round recreation, floating docks for miscellaneous uses including transient moorage. Project includes conversion of tidal pond into year round permanent pond configuration, utilities, miscellaneous support facilities, landscaping, utilities, picnicking and play areas including community amphitheater.

**Location:** Ebey Waterfront Park First Street**Environment:** Shoreline permitting and storm water management.**Challenges:** Funding and site conditions**Justification:** Shoreline access to the city's only navigable waterway is highlighted in the Comprehensive Plan, Shoreline Master Plan and Downtown Master Plan(s)

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$0	\$1,080,000	\$0	\$0	\$0	\$0	\$1,080,000
Funding Needed	\$0	\$0	\$0	\$0	\$8,100,000	\$0	\$0	\$0	\$8,100,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,080,000</b>	<b>\$8,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,180,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Funded by a grant with identified local match.

Funding expected 2 - 3 years after the project approved in the CFP.

Uses sustainable practices in construction.

Increases infrastructure capacity to alleviate existing service deficiencies.

Meets all environmental compliance requirements.

Preserves or extends the life of an existing asset.

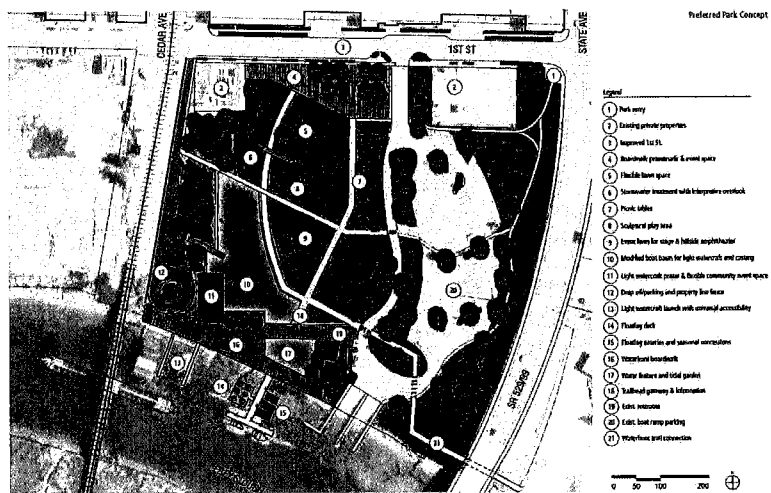
Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Failure to do the project or delaying the project will have major impacts on other projects or programs.

**Score:** 10

CFP - Project Descriptions



Marysville Waterfront Park | Draft Master Plan | February 22, 2016 | 16

CFP - Project Descriptions

**Parks**

**Project Name:** Centennial Trail Connection

**Manager:** Parks

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$1,200,000

**Begin Year:** 2017

**Target Completion Year:** 2019

**Right of Way:** Need to Acquire

**Changes from previous:**

**Description:** Development of a trail connection from Bayview Trail to the Snohomish County Centennial Trail corridor utilizing city owned property and authorized use of Marysville School District property. City owned approximately 11 acres of suitable land to be improved creating a trail from Marysville to the regional centennial trails system which spans most of Snohomish County.

**Location:** Bayview Trail 88th Street Connection

**Environment:** Potential wetland mitigation at connection intersections

**Challenges:** Funding

**Justification:** Trails are identified as a community priority in the City's Parks and Recreation Comprehensive Park Plan 2016-2020.

Direct connectivity to the Centennial Trail system has also been prioritized as there is no direct connection to the regional trail system in corporate Marysville.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
310 - GMA Parks	\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000
<b>Total:</b>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,200,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,200,000</i>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
<b>Total:</b>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,200,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,200,000</i>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Funded by a grant with identified local match.
- Funding expected 2 - 3 years after the project approved in the CFP.
- Uses sustainable practices in construction.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Meets all environmental compliance requirements.
- Eliminates a risk or hazard to public health or safety.
- Increases infrastructure capacity to meet future growth needs.
- Uses innovative solutions, approaches, or use technology in creative ways.

**Score:** 9

CFP - Project Descriptions

**Parks**

**Project Name:** Crane Property Acquisition/Development

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$200,000

**Begin Year:** 2017

**Target Completion Year:** 2020

**Right of Way:**

**Changes from previous:**

**Description:** Acquisition of 10.3 acres for park trailhead for Qwuloolt /Jennings Park connection was accomplished with funding from Snohomish County

**Location:** Sunnyside Blvd and 53rd Street NE

**Environment:** Site cleanup required. Project will require demolition of on site structures that were utilized for farming practices.

**Challenges:** Flood Zone

**Justification:** This property will provide a connection of the Jennings Park trail system to the Qwuloolt Trail system. The property can also serve as a trailhead for the Qwuloolt Trail area providing parking opportunities and space for restrooms and interpretive areas. Suitable for bus parking for classroom access.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Grant Award	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>

Grant request will be made in the amount of \$100,000 to cover development costs. Grant source is RCO.

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Acquisition	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
Construction	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total:</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Funded by a grant with identified local match.
- Uses sustainable practices in construction.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Eliminates a risk or hazard to public health or safety.
- Preserves or extends the life of an existing asset.

**Score:** 6

## CFP - Project Descriptions

## Parks

**Project Name:** Harborview Park Improvements

**Manager:** Jim Ballew

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$60,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:** None

**Changes from previous:**

**Description:** Park Improvements include: Expand current access to park for maintenance equipment access- utilizing installation of retaining wall. Replace existing fencing with new fabric coverings. Reduce pavilion size by 50% and add site furnishings to compliment community gatherings. Add irrigation system to soccer field and improve trail access.

**Location:** 52nd NE- Sunnyside Area

**Environment:** Improvements will enhance degrading environmental conditions.

**Challenges:** Vandalism culture and funding

**Justification:** Harborview has not been fully developed to its potential. Improvements will enhance recreational opportunities through the entire park. This park will also become a gateway facility for the Qwuloolt trail. The parks services a larger population and is considered a community park. With improvements and removal of vegetation the park will be more environmentally visible which will encourage use and reduce vandalism events.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
310 - GMA Parks	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>

**Policy Decisions:**

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Increases infrastructure capacity to meet future growth needs.

Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

**Score:** 6

CFP - Project Descriptions



**Sewer**

*Project Name:* Sewer Comprehensive Plan *Manager:* Adam Benton

*Project Number:* *Budget Code:* 30500030.563000 *Total Estimated Cost:* \$275,000

*Begin Year:* 2017 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

*Description:* Project will complete an update to the Sewer Comprehensive Plan

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
401 - Water/Sewer Operating	\$0	\$100,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$275,000
<b>Total:</b>	\$0	\$100,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$275,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$100,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$275,000
<b>Total:</b>	\$0	\$100,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$275,000



CFP - Project Descriptions

**Sewer**

*Project Name:* Carroll's Creek Emergency Generator

*Manager:* Ryan Morrison

*Project Number:* S1601

*Budget Code:*

*Total Estimated Cost:* \$200,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* This project will install a new emergency generator at the Carroll's Creek Sewer Lift Station.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
<b>Total:</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
<b>Total:</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>

Design and Construction

CFP - Project Descriptions

**Sewer**

**Project Name:** Cedarcrest Pump Station Emergency Generator **Manager:** Adam Benton

**Project Number:** **Budget Code:** 40230594.563000 **Total Estimated Cost:** \$240,000

**Begin Year:** 2017 **Target Completion Year:** 2017 **Right of Way:** **Changes from previous:**

**Description:** This project will include installation of an emergency generator, wiring, and automated transfer switch at the pump station.

**Location:** Cedarcrest Vista Pump Station

**Environment:**

**Challenges:**

**Justification:** To provide emergency power to the station during prolonged power outages. The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$65,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
<b>Total:</b>	<b>\$65,000</b>	<b>\$175,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000
Construction	\$0	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000
<b>Total:</b>	<b>\$65,000</b>	<b>\$175,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>

**Policy Decisions:**

Affects all customers within a recognized neighborhood or area.

Maintains or Improves Level of Service standards.

Score: 2

CFP - Project Descriptions

**Sewer**

**Project Name:** Whiskey Ridge Sewer Pump Station and Forcemain

**Manager:**

**Project Number:** S1701

**Budget Code:** 40230594.563000

**Total Estimated Cost:** \$2,000,000

**Begin Year:** 2017

**Target Completion Year:** 2019

**Right of Way:** Need to Acquire **Changes from previous:**

**Description:** This project will design and construct a sewer pump station to serve future development within the Whiskey Ridge subarea.

**Location:** Approximate location for the pump station is near the intersection of Densmore Rd. and the Sunnyside School Road. Force main will be installed in existing right of way along Densmore Rd.

**Environment:** SEPA environmental review is required.

**Challenges:** Finding a site location to construct the pump station may be challenging.

**Justification:** To accommodate growth in the Sunnyside/Whiskey Ridge area.  
 Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.  
 Provide urban level facilities and services only in Urban Growth Areas.  
 Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$750,000	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
<b>Total:</b>	<i>\$0</i>	<i>\$750,000</i>	<i>\$1,250,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$2,000,000</i>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Land & ROW	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Construction	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000
<b>Total:</b>	<i>\$0</i>	<i>\$750,000</i>	<i>\$1,250,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$2,000,000</i>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Attracts new businesses or helps retain existing businesses.

**Score:** 3

CFP - Project Descriptions

**Sewer**

*Project Name:* Renewals and Replacements

*Manager:* Kyle Woods

*Project Number:* Sewer R&R

*Budget Code:* 40230594.563000

*Total Estimated Cost:* \$1,850,000

*Begin Year:* 2017

*Target Completion Year:* 2022

*Right of Way:*

*Changes from previous:*

*Description:* The city has budgeted 350,000 in 2017 and \$0 in 2018. The City anticipates budgeting \$300,000 annually beginning in 2018 to cover renewals and replacements of 8 inch or smaller pipes within the sewer collection system.

*Location:* Various locations throughout the collection system.

*Environment:*

*Challenges:*

*Justification:* Ongoing renewal/replacement of the collection system.  
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$350,000	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,850,000
<b>Total:</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$1,850,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$5,000	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$30,000
Plans & Specifications	\$0	\$15,000	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$65,000
Construction	\$0	\$330,000	\$0	\$285,000	\$285,000	\$285,000	\$285,000	\$285,000	\$1,755,000
<b>Total:</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$1,850,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

CFP - Project Descriptions

**Sewer**

**Project Name:** Chemical Tank Upgrades - WWTP

**Manager:** Kari Chennault

**Project Number:**

**Budget Code:** 40142480.

**Total Estimated Cost:** \$95,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:**

**Changes from previous:**

**Description:** Due to the increase of waste flow and age of existing tanks, additional storage capacity for chemicals is needed.

**Location:**

**Environment:**

**Challenges:**

**Justification:**

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
401 - Water/Sewer Operating	\$0	\$0	\$95,000	\$0	\$0	\$0	\$0	\$0	\$95,000
<b>Total:</b>	\$0	\$0	\$95,000	\$0	\$0	\$0	\$0	\$0	\$95,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$95,000	\$0	\$0	\$0	\$0	\$95,000
<b>Total:</b>	\$0	\$0	\$0	\$95,000	\$0	\$0	\$0	\$0	\$95,000

CFP - Project Descriptions

**Sewer**

*Project Name:* Filter Feed Pump Replacements

*Manager:* Kari Chennault

*Project Number:*

*Budget Code:* 40142480.

*Total Estimated Cost:* \$400,000

*Begin Year:* 2017

*Target Completion Year:* 2018

*Right of Way:* None

*Changes from previous:*

*Description:* Provide for the replacement of 2 of 4 filter feed pumps at the Waste Water Treatment Plant and associated controls.

*Location:* 20 Columbia Avenue

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
401 - Water/Sewer	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Operating									
<b>Total:</b>	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total:</b>	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000

CFP - Project Descriptions

**Sewer**

*Project Name:* Kellogg Lift Station Pre-Rotation Basin *Manager:* Kari Chennault

*Project Number:* *Budget Code:* *Total Estimated Cost:* \$185,000

*Begin Year:* 2017 *Target Completion Year:* 2017 *Right of Way:* None *Changes from previous:*

*Description:* Replace the wet well at the Kellogg Lift Station with a prefabricated pre-rotation basin.

*Location:* Kellogg Lift Station

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
401 - Water/Sewer Operating	\$0	\$185,000	\$0	\$0	\$0	\$0	\$0	\$0	\$185,000
<b>Total:</b>	\$0	\$185,000	\$0	\$0	\$0	\$0	\$0	\$0	\$185,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$185,000	\$0	\$0	\$0	\$0	\$0	\$185,000
<b>Total:</b>	\$0	\$0	\$185,000	\$0	\$0	\$0	\$0	\$0	\$185,000

CFP - Project Descriptions

**Sewer**

*Project Name:* Sewer Main Oversizing

*Manager:* None

*Project Number:* S0000

*Budget Code:* 40230594.563000

*Total Estimated Cost:* \$240,000

*Begin Year:* 2017

*Target Completion Year:* 2022

*Right of Way:*

*Changes from previous:*

*Description:* In some cases, Marysville requires developers to install lines larger than necessary to serve solely their developments, in order to account for future growth in system capacity.

*Location:* Various locations throughout the city as needed.

*Environment:*

*Challenges:*

*Justification:* Improvement of collection system capacities.  
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$240,000
<b>Total:</b>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$240,000</i>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$240,000
<b>Total:</b>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$30,000</i>	<i>\$240,000</i>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Increases infrastructure capacity to meet future growth needs.

Score: 2



CFP - Project Descriptions

**Sewer**

*Project Name:* WWTP Headworks Rehab

*Manager:* Jay Cooke

*Project Number:* S1503

*Budget Code:* 40230594.563000

*Total Estimated Cost:* \$4,000,000

*Begin Year:* 2017

*Target Completion Year:* 2018

*Right of Way:*

*Changes from previous:*

*Description:* This project will include design and construction of a new headworks structure at the wastewater treatment facility.

*Location:* WWTP

*Environment:*

*Challenges:*

*Justification:* The headworks structure is in need of assessment as the existing bar screens do not do an adequate job of removing floatables and rags prior to treatment. Installation of a cover over the headworks structure would provide better life cycle protection of equipment exposed to the weather.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$400,000	\$100,000	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
<b>Total:</b>	<b>\$400,000</b>	<b>\$100,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Construction	\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000
<b>Total:</b>	<b>\$400,000</b>	<b>\$100,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

**Policy Decisions:**

Score: 2

CFP - Project Descriptions

**Surface Water**

**Project Name:** Water Quality Treatment Facility at Downtown Marina Outfall **Manager:** Kari Chennault  
**Project Number:** **Budget Code:** 40250594.563000 **Total Estimated Cost:** \$7,000,000  
**Begin Year:** 2017 **Target Completion Year:** 2017 **Right of Way:** Acquired **Changes from previous:** No

**Description:** This project will provide for a treatment facility and associated lift station to treat as much of the 480 acre downtown stormwater basin as is feasible.

**Location:** State Ave from 76th St NE to Ebey Slough

**Environment:** Potential contaminates on facility property, shoreline considerations, regulatory permitting.

**Challenges:**

**Justification:** The existing drainage conveyance system capacity in downtown Marysville is insufficient. Tidal influence creates tailwater conditions that further reduce conveyance capacity during high tides. The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$7,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$7,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$0	\$0	\$7,000,000	\$0	\$0	\$0	\$0	\$0	\$7,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>

**Policy Decisions:**

Score: 4

**Surface Water**

**Project Name:** Decant Facility Upgrades, Phase II

**Manager:** Matthew Eyer

**Project Number:** D1504

**Budget Code:** 40250594.563000

**Total Estimated Cost:** \$395,000

**Begin Year:** 2017

**Target Completion Year:** 2017

**Right of Way:**

**Changes from previous:**

**Description:** Expansion of the existing decant facility

**Location:**

**Environment:**

**Challenges:**

**Justification:**

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$0	\$296,250	\$0	\$0	\$0	\$0	\$0	\$0	\$296,250
402 - Utility Construction	\$35,000	\$68,750	\$0	\$0	\$0	\$0	\$0	\$0	\$103,750
<b>Total:</b>	<b>\$35,000</b>	<b>\$365,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

**DOE Grant**

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000
Construction	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000
<b>Total:</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$395,000</b>

**Surface Water**

*Project Name:* Edgecomb Creek Regional Detention Facility *Manager:* Kari Chennault

*Project Number:* *Budget Code:* 40250594.563000 *Total Estimated Cost:* \$5,054,000

*Begin Year:* 2017 *Target Completion Year:* 2021 *Right of Way:* Need to Acquire *Changes from previous:*

*Description:* Provide for the design and construction of a regional detention facility to accept water from the right-of-ways and developable areas north of 152nd Street NE and south of Marysville City Limits.

*Location:* 152nd Street NE, south of Marysville City Limits

*Environment:* High groundwater, lack of gradient, regulatory permitting

*Challenges:*

*Justification:* As recommended in the Comprehensive Plan.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$0	\$0	\$0	\$0	\$5,054,000	\$0	\$0	\$5,054,000
<b>Total:</b>	\$0	\$0	\$0	\$0	\$0	\$5,054,000	\$0	\$0	\$5,054,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
Construction	\$0	\$0	\$0	\$0	\$0	\$4,754,000	\$0	\$0	\$4,754,000
<b>Total:</b>	\$0	\$0	\$0	\$0	\$0	\$5,054,000	\$0	\$0	\$5,054,000

**Surface Water**

**Project Name:** Edgecomb Creek Conveyance

**Manager:** Kari Chennault

**Project Number:**

**Budget Code:** 40250594.563000

**Total Estimated Cost:** \$0

**Begin Year:** 2017

**Target Completion Year:** 2022

**Right of Way:** Need to Acquire **Changes from previous:**

**Description:** Provide for stormwater conveyance to convey water to a regional detention facility via the installation of 2,100 linear feet of 24-inch pipe, 1,300 linear feet of 30-inch pipe, 3,250 linear feet of 36-inch diameter pipe, 1,300 linear feet of 42-inch pipe and 2,600 linear feet of 54-inch diameter pipe. The project will also require the installation of approximately 33 manholes ranging in size from 48 inch to 84 inch.

**Location:** North of 152nd Street NE and South of 172nd Street NE near Edgecomb Creek

**Environment:** High groundwater, lack of gradient, regulatory permitting

**Challenges:**

**Justification:** As recommended in the Comprehensive Plan.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$0	\$0	\$8,517,000	\$0	\$0	\$0	\$8,517,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,517,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,517,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$0	\$0	\$0	\$0	\$0	\$0	\$8,517,000	\$0	\$8,517,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,517,000</b>	<b>\$0</b>	<b>\$8,517,000</b>

CFP - Project Descriptions

**Surface Water**

*Project Name:* Edgecomb Creek Channel Realignment

*Manager:* Kari Chennault

*Project Number:*

*Budget Code:* 40250594.563000

*Total Estimated Cost:* \$19,042,000

*Begin Year:* 2017

*Target Completion Year:* 2023

*Right of Way:* Need to Acquire

*Changes from previous:*

*Description:* Provide for the realignment of approximately two miles of Edgecomb Creek between 154th Drive NE and 172nd Street NE. This project includes installing 5 fish passable culverts, two under the BNSF RR, two railroad access road culverts and one culvert under 152nd Street NE.

*Location:* Between 154th Drive NE and 172nd Street NE

*Environment:* Lack of slope, high groundwater, regulatory permitting

*Challenges:* Property acquisitions,

*Justification:* As recommended in the Comprehensive Plan.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,042,000	\$19,042,000
<b>Total:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,042,000	\$19,042,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,042,000	\$19,042,000
<b>Total:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,042,000	\$19,042,000

**Surface Water**

**Project Name:** Conveyance for Regional detention Ponds No. 1 and 2

**Manager:** Kari Chennault

**Project Number:**

**Budget Code:** 40250594.563000

**Total Estimated Cost:** \$4,901,000

**Begin Year:** 2017

**Target Completion Year:** 2019

**Right of Way:** Need to Acquire **Changes from previous:**

**Description:** Provide for conveyance to the new regional ponds with approximately 2,850 linear feet of 24-inch pipe, 1,900 linear feet of 30-inch pipe, 4,400 linear feet of 36-inch pipe, and 3,510 linear feet of 42-inch pipe. This project will also require the installation of approximately 40 manholes ranging in size from 48 inch to 72 inch.

**Location:** 40th Avenue NE, just south of 152nd Street NE

**Environment:** High groundwater, regulatory permitting, wetlands.

**Challenges:** Lack of gradient, high groundwater,

**Justification:**

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$0	\$4,901,000	\$0	\$0	\$0	\$0	\$4,901,000
<b>Total:</b>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$4,901,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$4,901,000</i>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$0	\$0	\$0	\$0	\$4,901,000	\$0	\$0	\$0	\$4,901,000
<b>Total:</b>	\$0	\$0	\$0	\$0	\$4,901,000	\$0	\$0	\$0	\$4,901,000

**Surface Water**

*Project Name:* Third/First Street Retrofit

*Manager:* Adam Benton

*Project Number:* D1502/D1503    *Budget Code:* 40250594.563000

*Total Estimated Cost:* \$2,234,000

*Begin Year:* 2017    *Target Completion Year:* 2017    *Right of Way:* Need to Acquire    *Changes from previous:*

*Description:* This project is for the retrofit design and construction of 3rd Street from Columbia Ave to Union Ave and First Street from the RR tracks to State Ave using Low Impact Development (LID) to treat and retain stormwater runoff. The project design is fully funded by a Department of Ecology grant and the City intends to apply for grant funding for 75% of the project's construction costs.

*Location:* Third Street and First Street

*Environment:* SEPA environmental review is required

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$585,500	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,585,500
402 - Utility Construction	\$120,000	\$528,500	\$0	\$0	\$0	\$0	\$0	\$0	\$648,500
<b>Total:</b>	<b>\$705,500</b>	<b>\$1,528,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,234,000</b>

**DOE Grant**

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$35,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000
Construction	\$670,500	\$1,478,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,149,000
<b>Total:</b>	<b>\$705,500</b>	<b>\$1,528,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,234,000</b>

**Policy Decisions:**

Uses innovative solutions, approaches, or use technology in creative ways.

Funded by a grant with identified local match.

*Score:* 2



## CFP - Project Descriptions

## Transportation

**Project Name:** 88th Street NE (State Ave – 67th Ave)

**Manager:** Jeff Laycock

**Project Number:** R1101, R1701    **Budget Code:** 30500030.563000

**Total Estimated Cost:** \$20,440,000

**Begin Year:** 2017    **Target Completion Year:** 2025    **Right of Way:** Need to Acquire    **Changes from previous:**

**Description:** Construct a 3-lane principal arterial with curb, gutter, sidewalk, and streetscape. Project includes bicycle lanes from 67th Ave NE to 51st Ave NE. Project includes intersection improvements at State Ave with lane widening on 88th St NE. Project will likely be phased. Beginning in 2017, the funds are planned for design from east of State Ave to 55th Ave NE. Also planned for 2017, the City will be coordinating with the cemetery to acquire right-of-way for expansion near the intersection of State Ave and 88th St NE.

**Location:** 88th Street NE from State Avenue to 67th Avenue NE

**Environment:** Stream and buffer impacts to Allen Creek.

**Challenges:** Cemetery impacts. Limited right-of-way. Stream and buffer impacts to Allen Creek.

**Justification:** Improve safety, mobility and level-of-service.  
Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.  
Improve street safety and functions.  
Establish a non-motorized circulation system linking key community destinations.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,540,000	\$17,540,000
305 - GMA Streets	\$0	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$800,000
Other (see notes)	\$0	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$1,300,000	\$2,100,000
<b>Total:</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,840,000</b>	<b>\$20,440,000</b>

County Match, approx. \$2.1M remaining per ILA

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Land & ROW	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$0	\$2,174,000	\$3,374,000
Design/Study	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0	\$750,000	\$1,150,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,916,000	\$15,916,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,840,000</b>	<b>\$20,440,000</b>

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Increases infrastructure capacity to meet future growth needs.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Eliminates a risk or hazard to public health or safety.

**Score:** 4

## CFP - Project Descriptions

## Transportation

**Project Name:** State Ave 1st to 80th Safety Grant

**Manager:** Jay Cooke

**Project Number:** R1302

**Budget Code:** 30500030.563000

**Total Estimated Cost:** \$1,320,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:** Need to Acquire

**Changes from previous:** 88th

**Description:** Improve traffic signal timing and phasing, improve visibility of traffic signal heads, improve conditions for pedestrians in crosswalks, add illumination and a right turn lane and install signs. Improvements occur at the intersections of State Ave. NE and 1st, 2nd, 3rd, 4th, 6th, 8th, 76th and a new traffic signal at 80th St. NE. These projects have come about due to grant funding through WSDOT HSIP.

**Location:** State Ave 1st to 80th

**Environment:**

**Challenges:**

**Justification:**

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other (see notes)	\$220,000	\$500,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$1,320,000
<b>Total:</b>	<b>\$220,000</b>	<b>\$500,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,320,000</b>

### Highway Safety Improvement Program

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Plans & Specifications	\$220,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
Land & ROW	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
Construction	\$0	\$400,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total:</b>	<b>\$220,000</b>	<b>\$500,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,320,000</b>

### Policy Decisions:

Maintains or Improves Level of Service standards.

Score: 1

## CFP - Project Descriptions

## Transportation

**Project Name:** First Street Bypass**Manager:** Jeff Laycock**Project Number:** R0901**Budget Code:** 30500030.563000**Total Estimated Cost:** \$14,000,000**Begin Year:** 2017**Target Completion Year:** 2020**Right of Way:** Need to Acquire**Changes from previous:**

**Description:** Construct a new roadway alignment between SR 529 at 1st St and Sunnyside Blvd to better accommodate commute traffic around the downtown core.

**Location:** Alignment to be determined, between State Avenue and 47th Ave NE

**Environment:** Wetland impacts east of of Alder Ave to 47th Ave NE

**Challenges:** Right-of-way impacts. Permitting.

**Justification:** Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.

Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.

Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
305 - GMA Streets	\$500,000	\$3,000,000	\$3,000,000	\$7,500,000	\$0	\$0	\$0	\$0	\$14,000,000
<b>Total:</b>	\$500,000	\$3,000,000	\$3,000,000	\$7,500,000	\$0	\$0	\$0	\$0	\$14,000,000

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$750,000
Land & ROW	\$500,000	\$2,500,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$3,250,000
Construction	\$0	\$0	\$2,500,000	\$7,500,000	\$0	\$0	\$0	\$0	\$10,000,000
<b>Total:</b>	\$500,000	\$3,000,000	\$3,000,000	\$7,500,000	\$0	\$0	\$0	\$0	\$14,000,000

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Increases infrastructure capacity to alleviate existing service deficiencies.

**Score:** 4

**Transportation**

*Project Name:* SR528 Pedestrian Signal

*Manager:* Ryan Morrison

*Project Number:* R1501

*Budget Code:* 30500030.563000

*Total Estimated Cost:* \$300,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:* Acquired

*Changes from previous:*

*Description:* The project will construct a pedestrian signal on SR 528 between Alder and Quinn Avenue.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
	\$25,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
<b>Total:</b>	<b>\$25,000</b>	<b>\$275,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

**Community Development Block Grant**

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Construction	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000
<b>Total:</b>	<b>\$25,000</b>	<b>\$275,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

**Transportation**

*Project Name:* 23rd and 169th Extension

*Manager:* Jeff Laycock

*Project Number:* R1704

*Budget Code:* 30500030.563000

*Total Estimated Cost:* \$2,525,000

*Begin Year:* 2017

*Target Completion Year:* 2018

*Right of Way:* Need to Acquire *Changes from previous:*

*Description:* This project will provide a new roadway extension connecting from 27th Ave NE to 172nd St NE, providing an alternative access to the Lakewood commercial

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
305 - GMA Streets	\$0	\$1,025,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$2,525,000
<b>Total:</b>	\$0	\$1,025,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$2,525,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other	\$0	\$1,025,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$2,525,000
<b>Total:</b>	\$0	\$1,025,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$2,525,000

Design, Right-of-way and Construction

**Policy Decisions:**

Increases infrastructure capacity to meet future growth needs.

Increases or generates additional revenue due to the efficiency of operation and maintenance.

Score: 2

## CFP - Project Descriptions

## Transportation

**Project Name:** SR 529/Interstate 5 Interchange Expansion

**Manager:**

**Project Number:**

**Budget Code:**

**Total Estimated Cost:** \$57,100,000

**Begin Year:** 2017

**Target Completion Year:** 2022

**Right of Way:** Need to Acquire

**Changes from previous:**

**Description:** Construct a new northbound off ramp from I-5 to SR 529 and a new southbound on ramp from SR 529 to I-5. Initial phase completes the interchange justification report. Project is fully funded under Connecting Washington and will be administered as a design/build contract under WSDOT.

**Location:** SR 529 at Interstate 5

**Environment:**

**Challenges:**

**Justification:** Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.

Identify improvements and strategies needed to carry out the land use vision and meet the LOS requirements for transportation.

Coordinate with local, regional, state, and federal agencies in the development and operation of the transportation system that contribute to the relief of traffic congestion.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
001 - General	\$2,000,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000
Other (see notes)	\$0	\$0	\$1,000,000	\$6,000,000	\$15,000,000	\$15,000,000	\$10,000,000	\$3,000,000	\$50,000,000
Grant Award	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
<b>Total:</b>	<b>\$2,000,000</b>	<b>\$100,000</b>	<b>\$1,000,000</b>	<b>\$6,000,000</b>	<b>\$17,500,000</b>	<b>\$17,500,000</b>	<b>\$10,000,000</b>	<b>\$3,000,000</b>	<b>\$57,100,000</b>

### Connecting Washington

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$2,000,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000
Construction	\$0	\$0	\$1,000,000	\$6,000,000	\$17,500,000	\$17,500,000	\$10,000,000	\$3,000,000	\$55,000,000
<b>Total:</b>	<b>\$2,000,000</b>	<b>\$100,000</b>	<b>\$1,000,000</b>	<b>\$6,000,000</b>	<b>\$17,500,000</b>	<b>\$17,500,000</b>	<b>\$10,000,000</b>	<b>\$3,000,000</b>	<b>\$57,100,000</b>

### Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Increases infrastructure capacity to alleviate existing service deficiencies.

Eliminates a risk or hazard to public health or safety.

Failure to do the project or delaying the project will have major impacts on other projects or programs.

**Score:** 6

## CFP - Project Descriptions

## Transportation

**Project Name:** 156th, 160th, 51st Interim Improvement

**Manager:** Jeff Laycock

**Project Number:** R1703

**Budget Code:** 30500030.563000

**Total Estimated Cost:** \$22,000,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:** Need to Acquire

**Changes from previous:**

**Description:** This project will construct an interim improvement to support economic development within the MIC.

**Location:**

**Environment:**

**Challenges:**

**Justification:**

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
305 - GMA Streets	\$0	\$2,000,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$12,000,000
402 - Utility Construction	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other	\$0	\$2,000,000	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$22,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000,000</b>

Design, Right-of-Way, Construction

**Policy Decisions:**

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

**Score:** 2

**Transportation**

*Project Name:* 83rd and Soper Hill Rd Intersection Improvements *Manager:* Jeff Laycock

*Project Number:* R1705 *Budget Code:* 30500030.563000 *Total Estimated Cost:* \$650,000

*Begin Year:* 2017 *Target Completion Year:* 2018 *Right of Way:* Need to Acquire *Changes from previous:*

*Description:* This project will construct a new compact roundabout at the intersection of Soper Hill Rd and 83rd Ave NE. This project is located within Lake Stevens jurisdiction. The project is being required due to the growth within Whiskey Ridge. An ILA between Lake Stevens and Marysville will allow Marysville to recoup impact fees for the project.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
305 - GMA Streets	\$0	\$0	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

ILA between Marysville and Lake Stevens

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other	\$0	\$0	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

Design, Right-of-Way, Construction

**Policy Decisions:**

Increases infrastructure capacity to meet future growth needs.

Score: 1



## CFP - Project Descriptions

## Transportation

Project Name: 80th St NE Non-Motorized

Manager: Jeff Laycock

Project Number: R1801

Budget Code: 30500030.563000

Total Estimated Cost: \$791,561

Begin Year: 2017

Target Completion Year: 2020

Right of Way: Need to Acquire

Changes from previous:

Description: Design and construct curb/gutter/sidewalk and drainage along the south side of 80th St. NE

Location: 80th St. NE between 47th Ave. and 51st Ave

Environment: None

Challenges:

Justification: Needed improvement due to existing pedestrian volumes

<b>Funds:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Grant Award	\$0	\$0	\$76,341	\$134,373	\$0	\$0	\$0	\$0	\$210,714
Other (see notes)	\$0	\$0	\$73,659	\$30,608	\$476,580	\$0	\$0	\$0	\$580,847
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total:</b>	\$0	\$0	\$150,000	\$164,981	\$476,580	\$0	\$0	\$0	\$791,561

CMAQ grant for design and right-of-way. Remaining project funded by Transportation Benefit District

<b>Costs:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Design/Study	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Land & ROW	\$0	\$0	\$75,000	\$164,981	\$0	\$0	\$0	\$0	\$239,981
Construction	\$0	\$0	\$0	\$0	\$476,580	\$0	\$0	\$0	\$476,580
<b>Total:</b>	\$0	\$0	\$150,000	\$164,981	\$476,580	\$0	\$0	\$0	\$791,561

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Score: 1

## CFP - Project Descriptions

## Transportation

**Project Name:** Citywide Intersection Improvements Project

**Manager:** Jesse Hannahs

**Project Number:** R1503

**Budget Code:** 30500030.563000

**Total Estimated Cost:** \$500,000

**Begin Year:** 2017

**Target Completion Year:** 2018

**Right of Way:**

**Changes from previous:**

**Description:** The project will improve traffic signal operations at seven intersections, increase visibility of traffic signal heads with the installation of reflective signal head backplates at two intersections and upgrade railroad/traffic signal interconnect equipment, circuitry and operations at four intersections. Signal operations will be improved with the installation of flashing yellow arrow (FYA) left turn signal displays at six intersections and installation of advanced vehicle detection at one State Avenue intersection.

**Location:** Various Locations

**Environment:**

**Challenges:**

**Justification:**

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$0	\$422,000	\$0	\$0	\$0	\$0	\$0	\$0	\$422,000
305 - GMA Streets	\$0	\$78,000	\$0	\$0	\$0	\$0	\$0	\$0	\$78,000
<b>Total:</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Construction	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000
<b>Total:</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

**Transportation**

**Project Name:** State Avenue Improvement (100th St NE – 116th St NE. **Manager:** Jeff Laycock

**Project Number:** R1601 **Budget Code:** 30500030.563000 **Total Estimated Cost:** \$12,000,000

**Begin Year:** 2017 **Target Completion Year:** 2022 **Right of Way:** Need to Acquire **Changes from previous:**

**Description:** Widen State Avenue from a 2-lane to a 5-lane section with curb, gutter and sidewalk. The proposal also includes construction of a bridge, bank stabilization or culvert improvements over Quilceda Creek. Project will include replacing existing AC water main. City is applying for outside funding.

**Location:** State Avenue from 100th Street NE to 116th Street NE

**Environment:** Crossing at Quil Ceda Creek will require permits through Ecology, Corp, and WDFW.

**Challenges:** Quil Ceda crossing, right-of-way and BNSF permits. Utility relocation.

**Justification:** Improve safety and reduce traffic congestion.  
 Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.  
 Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$750,000	\$1,500,000	\$2,250,000	\$4,500,000	\$3,000,000	\$0	\$12,000,000
<b>Total:</b>	\$0	\$0	\$750,000	\$1,500,000	\$2,250,000	\$4,500,000	\$3,000,000	\$0	\$12,000,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000
Land & ROW	\$0	\$0	\$0	\$1,500,000	\$250,000	\$0	\$0	\$0	\$1,750,000
Construction	\$0	\$0	\$0	\$0	\$2,000,000	\$4,500,000	\$3,000,000	\$0	\$9,500,000
<b>Total:</b>	\$0	\$0	\$750,000	\$1,500,000	\$2,250,000	\$4,500,000	\$3,000,000	\$0	\$12,000,000

**Policy Decisions:**

- Exceeds all environmental compliance requirements.
- Increases infrastructure capacity to alleviate existing service deficiencies.
- Exceeds all environmental compliance requirements.

Score: 4

## CFP - Project Descriptions

## Transportation

**Project Name:** Sunnyside Elementary Safe Routes to School Project

**Manager:** Kyle Woods

**Project Number:** M1601

**Budget Code:** 30500030.563000

**Total Estimated Cost:** \$350,000

**Begin Year:** 2017

**Target Completion Year:** 2017

**Right of Way:** Acquired

**Changes from previous:**

**Description:** The project will construct sidewalk improvements along Sunnyside Blvd from 38th Pl NE to 36th St NE at the entrance to Sunnyside Elementary School

**Location:**

**Environment:**

**Challenges:**

**Justification:**

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$105,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$205,000
305 - GMA Streets	\$95,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$145,000
<b>Total:</b>	<b>\$200,000</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>

WSDOT Safe Routes to School Grant. The remaining project is funded under by the Transportation Benefit District

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Land & ROW	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Construction	\$125,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000
<b>Total:</b>	<b>\$200,000</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>

**Transportation**

*Project Name:* Marshall Elementary Safe Routes to School Project *Manager:* Kyle Woods

*Project Number:* M1506 *Budget Code:* 30500030.56300 *Total Estimated Cost:* \$650,000

*Begin Year:* 2017 *Target Completion Year:* 2017 *Right of Way:* Need to Acquire *Changes from previous:*

*Description:* This project will construct sidewalk improvements on 116th St NE near Marshall Elementary School.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Grant Award	\$5,000	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$230,000
305 - GMA Streets	\$45,000	\$375,000	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000
<b>Total:</b>	<b>\$50,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

WSDOT Safe Routes to School Grant, Transportation Benefit District

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Land & ROW	\$35,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000
Construction	\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
<b>Total:</b>	<b>\$50,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

CFP - Project Descriptions

**Water**

**Project Name:** Water Main Renewal & Replacements

**Manager:**

**Project Number:** WR&R

**Budget Code:** 40220594.563000

**Total Estimated Cost:** \$1,075,000

**Begin Year:** 2017

**Target Completion Year:** 2021

**Right of Way:**

**Changes from previous:**

**Description:** Routine annual replacement of undersized or aging pipelines, primarily aimed at the replacement of AC and CI pipe within the system. This is an on-going annual effort to identify and replace or upgrade aging and/or inadequate water system components.

**Location:** Various locations throughout the city.

**Environment:**

**Challenges:**

**Justification:** Replacement of undersized or aging pipelines with ductile iron. The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$200,000	\$50,000	\$0	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	\$1,075,000
<b>Total:</b>	<b>\$200,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$1,075,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Plans & Specifications	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Construction	\$200,000	\$50,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,000,000
<b>Total:</b>	<b>\$200,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$165,000</b>	<b>\$1,075,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

**Water**

*Project Name:* Highway 9 Well Treatment System

*Manager:* None

*Project Number:*

*Budget Code:* 40220594.563000

*Total Estimated Cost:* \$3,750,000

*Begin Year:* 2017

*Target Completion Year:* 2020

*Right of Way:*

*Changes from previous:*

*Description:* This project will be to design and build a treatment system for the current Highway 9 well source, allowing us to use more of the city's existing water sources to provide water to our customers.

*Location:* At the Existing Highway 9 Well and Reservoir Site.

*Environment:*

*Challenges:*

*Justification:* This project will provide long term sustainability for our water needs moving into the future.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$0	\$0	\$750,000	\$3,000,000	\$0	\$0	\$0	\$3,750,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Construction	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to alleviate existing service deficiencies.

Affects all customers within the City by changing the way the City delivers services or does business.

Score: 3

**Water**

*Project Name:* Edward Springs Water Right Utilization

*Manager:*

*Project Number:* W1504

*Budget Code:* 40220594.563000

*Total Estimated Cost:* \$500,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* This project will be to perfect and utilize all water rights within the Edward Springs Watershed, as this source provides the least expensive water to our city customers.

*Location:*

*Environment:*

*Challenges:*

*Justification:* Utilizing the most water possible from this source makes good financial sense.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
<b>Total:</b>	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000

<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
<b>Total:</b>	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000

**Policy Decisions:**

- Maintains or Improves Level of Service standards.
- Preserves or extends the life of an existing asset.
- Eliminates a risk or hazard to public health or safety.

*Score:* 3



CFP - Project Descriptions

**Water**

Project Name: Edward Springs Reservoir Floating Cover Replacement

Manager: Karen Latimer

Project Number:

Budget Code:

Total Estimated Cost: \$550,000

Begin Year: 2017

Target Completion Year: 2022

Right of Way:

Changes from previous:

Description: Replacement of the Edward Springs Reservoir floating cover.

Location: 614 Lakewood Road, Arlington, WA 98223

Environment:

Challenges:

Justification:

<b>Funds:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
402 - Utility Construction	\$0	\$0	\$50,000	\$500,000	\$0	\$0	\$0	\$0	\$550,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>
<b>Costs:</b>	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
Design/Study	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Construction	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>

CFP - Project Descriptions

**Water**

*Project Name:* Neptune AMI System Full Implementation

*Manager:* Karen Latimer

*Project Number:*

*Budget Code:*

*Total Estimated Cost:* \$5,512,550

*Begin Year:* 2017

*Target Completion Year:* 2021

*Right of Way:*

*Changes from previous:*

*Description:* Full implementation of Neptune AMI system in the PUD water system acquisition area and Aclara AMR service area. Replace aging Aclara MTUs and Elster water meters with Neptune AMI radios and meters over a five-year period. Aclara MTUs are reaching the end of their reliable life and need to be replaced. Elster postive displacement water meters are no longer manufactured or supported and need to be replaced. Phase 1 (2017) includes installation of fixed gateways, software upgrade, hardware purchase, replacement of 4,000 Elster meters, and installation of radios on 38 Sensus meters. Subsequent years (2018-2021) include replacement of 2,230 meters and 13,119 registers.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$1,803,930	\$1,018,318	\$910,876	\$950,479	\$828,947	\$0	\$0	\$5,512,550
<b>Total:</b>	\$0	\$1,803,930	\$1,018,318	\$910,876	\$950,479	\$828,947	\$0	\$0	\$5,512,550
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$1,803,930	\$1,018,318	\$910,876	\$950,479	\$828,947	\$0	\$0	\$5,512,550
<b>Total:</b>	\$0	\$1,803,930	\$1,018,318	\$910,876	\$950,479	\$828,947	\$0	\$0	\$5,512,550

## CFP - Project Descriptions

**Water****Project Name:** Highway 9 Reservoir**Manager:** None**Project Number:****Budget Code:** 40220594.563000**Total Estimated Cost:** \$2,350,000**Begin Year:** 2017**Target Completion Year:** 2021**Right of Way:****Changes from previous:**

**Description:** This project would include construction of a second Highway 9 Reservoir (1.8 MG) to meet increasing storage volume requirements and provide redundancy in the South 510 zone.

**Location:** Highway 9 Reservoir Site.

**Environment:**

**Challenges:**

**Justification:** Increase volume and provide redundancy in the South 510 zone.  
 Provide urban level facilities and services only in Urban Growth Areas.  
 Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.  
 Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Funding Needed	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250,000	\$0	\$2,250,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$2,250,000</b>	<b>\$0</b>	<b>\$2,350,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250,000	\$0	\$2,250,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$2,250,000</b>	<b>\$0</b>	<b>\$2,350,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Affects all customers within a recognized neighborhood or area.

**Score:** 3

**Water**

**Project Name:** Sunnyside 510 Zone BPS and WM

**Manager:**

**Project Number:** W1801

**Budget Code:** 40220594.563000

**Total Estimated Cost:** \$3,000,000

**Begin Year:** 2017

**Target Completion Year:** 2019

**Right of Way:**

**Changes from previous:**

**Description:** This project would include installation of a new pump station to provide source capacity to the area to be served by the new Soper Hill (Whiskey Ridge) Reservoir.

**Location:** Exact location unknown at this time.

**Environment:**

**Challenges:**

**Justification:** This pump station would replace the existing Cedarcrest Pump Station, which is currently used to fill the Highway 9 Reservoir and serve customers in the South 510 zone. Installation of this pump station will allow the city to pump from the JOA transmission line to the South 510 zone, which will save the city money in pumping costs.

Provide urban level facilities and services only in Urban Growth Areas.

Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.

Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$3,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$3,000,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Affects all customers within a recognized neighborhood or area.

Increases infrastructure capacity to meet future growth needs.

Score: 3

## CFP - Project Descriptions

**Water****Project Name:** 45 Road Water Main**Manager:** None**Project Number:** W1701**Budget Code:****Total Estimated Cost:** \$4,500,000**Begin Year:** 2017**Target Completion Year:** 2020**Right of Way:****Changes from previous:**

**Description:** Replacement of a 12 inch AC distribution pipe with 10,053 feet of 18 inch ductile iron pipe. The pipe starts on 140th Place NE (beginning 300 feet west of I-5) and goes west to where it turns north on 23rd Avenue NE, then turns northwest and follows the 45 Road to the intersection of 45 Road and 11th Avenue.

**Location:** Within existing right of ways on 140th Place NE, 23rd Avenue NE, and the 45 Road.

**Environment:**

**Challenges:** Coordination with Snohomish County and their Roadway Improvement

**Justification:** Completion of Asbestos Cement (AC) pipe replacement between Edward Springs and State Avenue. The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Provide urban level facilities and services only in Urban Growth Areas.

Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.

Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Funding Needed	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
<b>Total:</b>	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
<b>Total:</b>	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000

Design is complete from 2007. PS&E from Murray Smith and Associates

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

**Score:** 2

CFP - Project Descriptions

**Water**

**Project Name:** Water Main Oversizing

**Manager:**

**Project Number:** W0000

**Budget Code:** 40220594.563000

**Total Estimated Cost:** \$280,000

**Begin Year:** 2017

**Target Completion Year:** 2021

**Right of Way:**

**Changes from previous:**

**Description:** In order to account for future growth in system demands, Marysville requires some developers to install pipes larger than necessary to serve solely their developments. This CIP item reflects an annual budget amount that covers the additional costs incurred on such projects.

**Location:** Various locations throughout the city.

**Environment:**

**Challenges:**

**Justification:** To provide adequate water supply for future system demands.  
 Provide urban level facilities and services only in Urban Growth Areas.  
 Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.  
 Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$280,000
<b>Total:</b>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$280,000</i>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$280,000
<b>Total:</b>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$280,000</i>

**Policy Decisions:**

Maintains or Improves Level of Service standards.  
 Increases infrastructure capacity to meet future growth needs.

**Score:** 2

**Water**

*Project Name:* 560 Zone Booster Pump Station

*Manager:* Ryan Morrison

*Project Number:* W1603

*Budget Code:*

*Total Estimated Cost:* \$750,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* This project will construct a new closed zone booster pump station within the 560 pressure zone to support residential development in the Whiskey Ridge neighborhood.

*Location:*

*Environment:*

*Challenges:* coordination with developer and project sequencing

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$100,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
<b>Total:</b>	<b>\$100,000</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other	\$100,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
<b>Total:</b>	<b>\$100,000</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>

Design and Construction

CFP - Project Descriptions

**Water**

*Project Name:* Reservoir Cathodic Protection

*Manager:* Karen Latimer

*Project Number:* W1707

*Budget Code:*

*Total Estimated Cost:* \$250,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* Design and construction of cathodic protection systems at the Wade Road and Sunnyside water reservoirs and Stillaguamish water treatment plant clearwell.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
<b>Total:</b>	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
<b>Total:</b>	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000



**Water**

*Project Name:* Cedarcrest Water Booster Pump Station Generator

*Manager:* Ryan Morrison

*Project Number:* W1602

*Budget Code:* 40230594.563000

*Total Estimated Cost:* \$240,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* Design, engineering, bidding support, construction oversight services, and construction of a permanent fixed generator at the Cedarcrest Reservoir site. The booster pump station pulls water from the Cedarcrest Reservoir and pumps it to the Highway 9 reservoir; this is the sole source of supply to the 510 pressure zone.

*Location:* Intersection of 73rd Street and Grove Street

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$65,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
<b>Total:</b>	<b>\$65,000</b>	<b>\$175,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000
Construction	\$0	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000
<b>Total:</b>	<b>\$65,000</b>	<b>\$175,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>

CFP - Project Descriptions

**Water**

*Project Name:* Water Supply Operational Strategy

*Manager:* Karen Latimer

*Project Number:* W1605

*Budget Code:* 40220594.563000

*Total Estimated Cost:* \$260,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* Technical analysis of the drinking water system to identify opportunities to optimize efficiency, reduce operating costs, improve water quality, correct system deficiencies, provide robustness and redundancy throughout the drinking water system, and prepare for future growth. The resulting document will identify water operational strategies for current system configuration and future short- and long-term growth configurations.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$30,000	\$230,000	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000
<b>Total:</b>	<b>\$30,000</b>	<b>\$230,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$260,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$30,000	\$230,000	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000
<b>Total:</b>	<b>\$30,000</b>	<b>\$230,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$260,000</b>

CFP - Project Descriptions

**Water**

*Project Name:* 83rd Ave NE Water Main

*Manager:* Adam Benton

*Project Number:* W1604

*Budget Code:*

*Total Estimated Cost:* \$1,000,000

*Begin Year:* 2017

*Target Completion Year:* 2017

*Right of Way:*

*Changes from previous:*

*Description:* This project will replace and upsize the existing 8" water main on 83rd Ave NE from Sunnyside School Rd to Soper Hill Rd with a new 12" water main. The project will improve fire flow in the area and is needed to support development.

*Location:*

*Environment:*

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$50,000	\$950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total:</b>	<b>\$50,000</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other	\$50,000	\$950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total:</b>	<b>\$50,000</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

Design and Construction

**Policy Decisions:**

Increases infrastructure capacity to meet future growth needs.

Score: 1

CFP - Project Descriptions

**Water**

*Project Name:* Fire Hydrant Replacement Program

*Manager:* Karen Latimer

*Project Number:* W1403

*Budget Code:* 40220594.563000

*Total Estimated Cost:* \$600,000

*Begin Year:* 2017

*Target Completion Year:* 2023

*Right of Way:*

*Changes from previous:*

*Description:* This project will replace approximately 300 two port fire hydrants over a 10 year period within the water system with three port hydrants that meet current standards for adaptability to Storz fittings for quick access by the Fire Department.

The three port fire hydrants also provide increased fire flows.

*Location:* Within the City's Distribution System

*Environment:*

*Challenges:*

*Justification:* Replacement of these hydrants will provide increased fire flow and quicker accessibility for the fire department.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$600,000
<b>Total:</b>	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$600,000
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Construction	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$600,000
<b>Total:</b>	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$600,000

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Eliminates a risk or hazard to public health or safety.

Score: 2

CFP - Project Descriptions

**Water**

*Project Name:* Sunnyside Well Treatment Project *Manager:* Jay Cooke

*Project Number:* W1302 *Budget Code:* 40220594.563000 *Total Estimated Cost:* \$6,340,000

*Begin Year:* 2017 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

*Description:* The City of Marysville has been granted water rights to pump as much as 1,000 gallons per minute from each of two municipal water wells on its Sunnyside Reservoir property. This project will construct a Water Treatment Plant which will treat and filter water from these wells, thereby improving its quality to the point where it will be suitable for use by Marysville’s customers. The project will also reduce the City’s reliance on costlier water which it currently purchases from the City of Everett.

*Location:* Sunnyside Well

*Environment:* The City intends to coordinate closely with the Department of Health in order to ensure that the project ultimately meets with its approval.

*Challenges:*

*Justification:*

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$3,740,000	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,340,000
<b>Total:</b>	<b>\$3,740,000</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,340,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Design/Study	\$740,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$740,000
Construction	\$3,000,000	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600,000
<b>Total:</b>	<b>\$3,740,000</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,340,000</b>

CFP - Project Descriptions

**Water**

*Project Name:* State Avenue (102nd to 116th) Water Main Replacement

*Manager:* None

*Project Number:*

*Budget Code:*

*Total Estimated Cost:* \$2,300,000

*Begin Year:* 2017

*Target Completion Year:* 2020

*Right of Way:*

*Changes from previous:*

*Description:* Replacement of existing 12 inch Asbestos Cement (AC) distribution pipe with 4,578 feet of 18 inch Ductile Iron Pipe along State Avenue from 102nd Street NE to 116th Street NE. Project is dependent on funding of the roadway widening project.

*Location:* In the existing right of way on State Avenue between 102nd Street NE and 116th Street NE.

*Environment:*

*Challenges:*

*Justification:* Increase capacity and update to Ductile Iron pipe.

The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

<b>Funds:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
402 - Utility Construction	\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300,000</b>
<b>Costs:</b>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
Other	\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300,000</b>

Design and Construction

**Policy Decisions:**

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2



# Capital Facilities Plan - Fund Summary

Tuesday, March 14, 2017

## Facilities

Fund	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
001 - General	\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,750,000
402 - Utility Construction	\$53,712	\$0	\$0	\$0	\$0	\$0	\$0	\$7,700,000	\$7,753,712
901 - General Long Term Debt	\$0	\$0	\$5,000,000	\$15,000,000	\$15,000,000	\$0	\$0	\$0	\$35,000,000
Secured Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$7,500,000
<b>Total:</b>	<b>\$103,712</b>	<b>\$200,000</b>	<b>\$5,000,000</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,700,000</b>	<b>\$53,003,712</b>

## Parks

Fund	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
001 - General	\$0	\$254,000	\$2,739,000	\$1,154,000	\$203,000	\$0	\$0	\$0	\$4,350,000
105 - Hotel Tax Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
109 - CDBG Program	\$4,000	\$71,500	\$67,000	\$30,000	\$0	\$0	\$0	\$0	\$172,500
310 - GMA Parks	\$0	\$0	\$24,000	\$1,348,000	\$155,000	\$200,000	\$0	\$0	\$1,727,000
402 - Utility Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
420 - Golf Course Operating	\$0	\$0	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000
901 - General Long Term Debt	\$0	\$0	\$0	\$4,000,000	\$5,000,000	\$1,560,000	\$0	\$0	\$10,560,000
Funding Needed	\$0	\$0	\$0	\$0	\$8,100,000	\$750,000	\$0	\$0	\$8,850,000
Grant Award	\$0	\$0	\$2,500,000	\$1,200,000	\$255,000	\$1,750,000	\$0	\$0	\$5,705,000
<b>Total:</b>	<b>\$4,000</b>	<b>\$325,500</b>	<b>\$5,500,000</b>	<b>\$7,732,000</b>	<b>\$13,713,000</b>	<b>\$4,260,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,534,500</b>

## Sewer

Fund	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
401 - Water/Sewer Operating	\$0	\$285,000	\$670,000	\$0	\$0	\$0	\$0	\$0	\$955,000
402 - Utility Construction	\$595,000	\$1,505,000	\$4,780,000	\$330,000	\$330,000	\$330,000	\$330,000	\$330,000	\$8,530,000
<b>Total:</b>	<b>\$595,000</b>	<b>\$1,790,000</b>	<b>\$5,450,000</b>	<b>\$330,000</b>	<b>\$330,000</b>	<b>\$330,000</b>	<b>\$330,000</b>	<b>\$330,000</b>	<b>\$9,485,000</b>

## Surface Water

Fund	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
402 - Utility Construction	\$155,000	\$7,597,250	\$0	\$0	\$0	\$5,054,000	\$0	\$0	\$12,806,250
Funding Needed	\$0	\$0	\$0	\$4,901,000	\$8,517,000	\$0	\$0	\$19,042,000	\$32,460,000
Grant Award	\$585,500	\$1,296,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,881,750
<b>Total:</b>	<b>\$740,500</b>	<b>\$8,893,500</b>	<b>\$0</b>	<b>\$4,901,000</b>	<b>\$8,517,000</b>	<b>\$5,054,000</b>	<b>\$0</b>	<b>\$19,042,000</b>	<b>\$47,148,000</b>

## Transportation

Fund	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
	\$25,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
001 - General	\$2,000,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000
305 - GMA Streets	\$640,000	\$6,928,000	\$15,550,000	\$7,500,000	\$0	\$0	\$0	\$0	\$30,618,000
402 - Utility Construction	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000
Funding Needed	\$0	\$0	\$750,000	\$1,500,000	\$2,250,000	\$4,500,000	\$3,000,000	\$17,540,000	\$29,540,000
Grant Award	\$110,000	\$987,000	\$76,341	\$134,373	\$2,500,000	\$2,500,000	\$0	\$0	\$6,307,714
Other (see notes)	\$220,000	\$900,000	\$2,073,659	\$6,030,608	\$15,476,580	\$15,000,000	\$10,000,000	\$4,300,000	\$54,000,847
<b>Total:</b>	<b>\$2,995,000</b>	<b>\$8,950,000</b>	<b>\$28,450,000</b>	<b>\$15,164,981</b>	<b>\$20,226,580</b>	<b>\$22,000,000</b>	<b>\$13,000,000</b>	<b>\$21,840,000</b>	<b>\$132,626,561</b>

## Water

Fund	Prior	2017	2018	2019	2020	2021	2022	Beyond	Totals
402 - Utility Construction	\$4,295,000	\$7,318,930	\$1,178,318	\$4,735,876	\$4,225,479	\$1,203,947	\$275,000	\$275,000	\$23,507,550
Funding Needed	\$0	\$0	\$0	\$6,000,000	\$1,500,000	\$0	\$2,250,000	\$0	\$9,750,000
<b>Total:</b>	<b>\$4,295,000</b>	<b>\$7,318,930</b>	<b>\$1,178,318</b>	<b>\$10,735,876</b>	<b>\$5,725,479</b>	<b>\$1,203,947</b>	<b>\$2,525,000</b>	<b>\$275,000</b>	<b>\$33,257,550</b>

**All Categories**

<i>Fund</i>	<i>Prior</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Beyond</i>	<i>Totals</i>
	\$25,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
001 - General	\$2,050,000	\$554,000	\$2,739,000	\$1,154,000	\$203,000	\$0	\$0	\$2,500,000	\$9,200,000
105 - Hotel Tax Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
109 - CDBG Program	\$4,000	\$71,500	\$67,000	\$30,000	\$0	\$0	\$0	\$0	\$172,500
305 - GMA Streets	\$640,000	\$6,928,000	\$15,550,000	\$7,500,000	\$0	\$0	\$0	\$0	\$30,618,000
310 - GMA Parks	\$0	\$0	\$24,000	\$1,348,000	\$155,000	\$200,000	\$0	\$0	\$1,727,000
401 - Water/Sewer Operating	\$0	\$285,000	\$670,000	\$0	\$0	\$0	\$0	\$0	\$955,000
402 - Utility Construction	\$5,098,712	\$16,421,180	\$15,958,318	\$5,065,876	\$4,555,479	\$6,587,947	\$605,000	\$8,305,000	\$62,597,512
420 - Golf Course Operating	\$0	\$0	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000
901 - General Long Term Debt	\$0	\$0	\$5,000,000	\$19,000,000	\$20,000,000	\$1,560,000	\$0	\$0	\$45,560,000
Funding Needed	\$0	\$0	\$750,000	\$12,401,000	\$20,367,000	\$5,250,000	\$5,250,000	\$36,582,000	\$80,600,000
Grant Award	\$695,500	\$2,283,250	\$2,576,341	\$1,334,373	\$2,755,000	\$4,250,000	\$0	\$0	\$13,894,464
Other (see notes)	\$220,000	\$900,000	\$2,073,659	\$6,030,608	\$15,476,580	\$15,000,000	\$10,000,000	\$4,300,000	\$54,000,847
Secured Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$7,500,000
<b>Total:</b>	<b>\$8,733,212</b>	<b>\$27,477,930</b>	<b>\$45,578,318</b>	<b>\$53,863,857</b>	<b>\$63,512,059</b>	<b>\$32,847,947</b>	<b>\$15,855,000</b>	<b>\$59,187,000</b>	<b>\$307,055,323</b>



**CITY OF MARYSVILLE**  
**Marysville, Washington**

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON,  
 AMENDING THE CITY COMPREHENSIVE PLAN BY ADOPTING AN  
 UPDATE TO THE CAPITAL FACILITIES PLAN**

**WHEREAS**, the City of Marysville has proposed under RCW 36.70A.130(2)(a)(i) to amend its comprehensive plan by the adoption of an updated Capital Facilities Plan; and

**WHEREAS**, the State Growth Management Act, RCW Chapter 36.70A mandates that cities periodically review and amend the comprehensive plan; and

**WHEREAS**, RCW 36.70A.106 requires the processing of amendments to the City's comprehensive plan in the same manner at the original adoption of the City's comprehensive plan; and

**WHEREAS**, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan; and

**WHEREAS**, the City, in reviewing and amending its comprehensive plan has complied with the notice, public participation and processing requirements established by the Growth Management Act, as more fully described below; and

**WHEREAS**, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's comprehensive plan; and

**WHEREAS**, the City provided public notice of the proposed update to the comprehensive plan, in accordance with MMC Chapter 22G.010 Article II, *Public Notice Requirements*, and solicited comments from the public by:

- (1) publishing notice in the Marysville Globe on December 10, 2016; and
- (2) posting notice at Marysville City Hall, Marysville Public Works, Marysville Public Library, Marysville and Lakewood Post Offices, Marysville web page, and Channel 21; and
- (3) mailing the notice to the Marysville Comprehensive Plan Environmental Impact Statement distribution list.

**WHEREAS**, the Planning Commission discussed the above-referenced comprehensive plan revisions during a public meeting held on January 10, 2017; and

**WHEREAS**, after providing notice to the public as required by law, on January 24, 2017, the Marysville Planning Commission held a public hearing on the proposed comprehensive plan amendment; and

**WHEREAS**, at a public meeting on March 27, 2017, Marysville City Council reviewed and considered the proposed comprehensive plan revision proposed by the Marysville Planning Commission; and

**WHEREAS**, the Community Development Department submitted the proposed comprehensive plan and development regulation revisions to the Washington State Department of Commerce as required by RCW 36.70A.106; and

**WHEREAS**, the proposed comprehensive plan and development regulation revisions were received by Washington State Department of Commerce on December 8, 2016, processed with Material ID # 231583, and no comments were received from Washington State agencies; and

**WHEREAS**, the City has complied with the requirements of the State Environmental Policy Act, RCW Ch.43.21C (SEPA) by integrating SEPA issuing a Determination of Non-significance on December 5, 2016, in accordance with WAC 197-11-960 and no appeals were filed;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Approval of Planning Commission's Recommendation and Adoption of Findings and Conclusions.** The Planning Commission's January 24, 2017 Recommendation regarding the proposed comprehensive plan and development regulation revisions, including the Findings and Conclusions contained therein, as set forth in the attached **Exhibit A** is hereby adopted and incorporated herein by this reference.

**Section 2. Required Findings.** In accordance with MMC 22G.010.500, the following findings are made regarding the comprehensive plan and development regulation amendments subject of this ordinance:

- (1) The amendments are consistent with the purposes of the comprehensive plan;
- (2) There have been significant changes in the circumstances to warrant these amendments; and
- (3) The benefit or cost to the public health, safety and welfare is sufficient to warrant adoption of the amendments.

**Section 3. Adoption of updated Capital Facilities Plan.** The City of Marysville Comprehensive Plan is hereby amended by adopting the 2017-2022 Capital Facilities Plan, which is attached hereto as **Exhibit B** and is incorporated herein by this reference. Adoption of the 2017-2022 Capital Facilities Plan will replace the 2015 Capital Facilities Plan.

**Section 4. Severability.** If any section, subsection, sentence, clause, phrase or work of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of March, 2017.

CITY OF MARYSVILLE

By: \_\_\_\_\_

JON NEHRING, MAYOR

Attest:

By: \_\_\_\_\_  
CITY CLERK

Approved as to form:

By: \_\_\_\_\_  
JON WALKER, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_  
(5 days after publication)

# *Index #14*

## CITY OF MARYSVILLE

### EXECUTIVE SUMMARY FOR ACTION

**CITY COUNCIL MEETING DATE: March 27, 2017**

AGENDA ITEM: PA16-002 – 2016 Code Clean-up Amendments	AGENDA SECTION: New Business	
PREPARED BY: Angela Gemmer, Senior Planner	APPROVED BY:	
ATTACHMENTS: 1. Memo to City Council dated 3/17/17 2. Memo to City Council dated 2/22/17 3. PC Recommendation dated 2/14/17 4. PC Minutes dated 11/22/16, 1/10/17, 1/24/17 and 2/14/17 5. Adopting Ordinance 6. Correspondence on flagpole amendments per citizen's request	MAYOR	CAO
	AMOUNT:	
BUDGET CODE:		

**DESCRIPTION:**

The Planning Commission (PC) held a public hearing on February 14, 2017 to review proposed amendments to Marysville Municipal Code Title 22, *Unified Development Code*. The proposed amendments are items observed over the last year that need to be updated in order to improve code clarity and overall review process, and include, but are not limited to, the following development regulations: flags and flagpoles, single family/duplex/townhouse parking requirement clarifications, duplex dimensional standards, adding and amending zoning definitions (i.e. dwelling, sign, flagpole, and social services), shipping containers standards (primarily in residential zones), manufactured homes age administrative variance, and residential accessory structure clarifications.

The PC received testimony from staff and other interested parties at the public hearing following public notice. The PC made a motion to recommend the proposed amendments to City Council for adoption by ordinance.

RECOMMENDED ACTION: Affirm the Planning Commission's recommendation and adopt the 2016 Code Clean-up Amendments by Ordinance.
COUNCIL ACTION:



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

## MEMORANDUM

**DATE:** March 17, 2017  
**TO:** City Council  
**FROM:** Angela Gemmer, Senior Planner  
**RE:** 2016-17 Code Amendments – flags and flagpoles  
**CC:** Dave Koenig, Community Development Director  
 Chris Holland, Planning Manager

The flag and flagpole amendments arose from a citizen-initiated code enforcement concern pertaining to the proximity of a flagpole to a property line. During review of the concern, the question arose whether the height and setback requirements applicable to accessory structures such as garages and sheds should apply to flagpoles since the MMC definition of accessory structures identifies flagpoles as a type of accessory structure. An “accessory structure” is defined in MMC 22A.020.020, as follows:

“Accessory structure” means a structure of secondary importance or function on a site. In general, the primary use of the site is not carried on in an accessory structure.

- (1) Accessory structures may be attached or detached from the primary structure.
- (2) Examples of accessory structures include:
  - (a) Garages;
  - (b) Decks;
  - (c) Fences;
  - (d) Trellises;
  - (e) Flagpoles;
  - (f) Stairways;
  - (g) Heat pumps;
  - (h) Awnings; and
  - (i) Other structures.

Since the MMC is mainly silent of accessory structures such as trellises, flagpoles, heat pumps, awnings, and other structures, staff had difficulties identifying how flagpoles should be treated in regards to height and setbacks. Ultimately, due to the fact that the code is mostly silent regarding flagpoles, staff decided that flagpoles should be required to comply with the provisions of [MMC Chapter 22C.180 Accessory Structures](#). These provisions require flagpoles not to exceed 20 feet in height and be setback a minimum of 5 feet from the side and rear lot lines and provide the minimum required front yard setback for principal structures in the zone (20 feet, but can be reduced to 10 feet on a case-by-case basis).

When MMC Chapter 22C.180, *Accessory Structures*, was adopted, the provisions of the code were intended for uses such as garages, sheds, carports and accessory dwelling units. Therefore, staff decided to research potential amendments related to flags and flagpoles.

| 1 Flag and flagpole amendments follow-up to March 7, 2017 City Council meeting

In considering amendments to the MMC, staff researched the regulations for numerous jurisdictions throughout the State of Washington and found that most every jurisdictions' code was silent on flags and flagpoles with the exception of the City of Spokane. The proposed amendments are adapted from Spokane's regulations, and incorporate other revisions identified by staff to clarify the applicable standards. These amendments resolve the location and height standards applicable to flagpoles, and provide clarification on aspects of the sign code that pertain to flags.

At the March 7<sup>th</sup> City Council meeting, Mr. Kaiser raised concerns that the proposed height amendments would cause flagpoles to be out of scale with the surrounding residential development. As drafted, flagpoles are proposed to be allowed to "rise ten feet above the height limit, or five feet above the highest point of the roof, whichever is greater." Below is an excerpt of height limits from the City's residential density and dimensional matrices which shows the allowable heights in the various residential zones (*footnotes unrelated to height have been omitted from the excerpt below*).

#### **22C.010.080 Densities and dimensions.**

	<b>R-4.5</b>	<b>R-6.5</b>	<b>R-8</b>	<b>WR-R-4-8</b>	<b>R-12 (13)</b>	<b>R-18 (13)</b>	<b>R-28 (13)</b>	<b>WR-R-6-18 (13)</b>
Base height	30 ft	30 ft	30 ft	30 ft	35 ft (4)	45 ft (4)	45 ft (4)	35 ft (4)

#### **22C.010.090 Densities and dimensions – Development conditions.**

##### (4) Base Height.

(a) Height limits may be increased when portions of the structure which exceed the base height limit provide one additional foot of street and interior setback beyond the required setback for each foot above the base height limit; provided, that the maximum height may not exceed 60 feet.

(b) Multiple-family developments, located outside of Planning Area 1, abutting or adjacent to areas zoned as single-family, or areas identified in the comprehensive plan as single-family, may have no more floors than the adjacent single-family dwellings, when single-family is the predominant adjacent land use.

(13) Single-family detached units 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.

Under the proposed code amendment, the following would be the allowable heights for flagpoles.

	<b>R-4.5</b>	<b>R-6.5</b>	<b>R-8</b>	<b>WR-R-4-8</b>	<b>R-12</b>	<b>R-18</b>	<b>R-28</b>	<b>WR-R-6-18</b>
Height allowed for flagpoles	40 ft	40 ft	40 ft	40 ft	45 ft	55 ft	55 ft	45 ft

Consistent with MMC Section 22C.010.090(13), single family residences on individual lots in multi-family zones would be subject to the height standards of the R-8 zone. The drawing provided by Mr. Kaiser illustrating the proposed height of flagpoles was not to scale and implied that flagpoles up to 60 feet tall would be possible adjacent to single family residences; however, as the table above shows, this is not the case. Under the proposed regulations, the maximum height of a flagpole would be 10 feet above the applicable base height limit, so would be proportional to the structures that the flagpole is adjacent to. The reason that the

height is proposed to exceed the base height limit is to enable flags to fly in the wind since a flagpole that is shorter than a home may be unable to catch wind and fly depending on the location of the flagpole in relation to prevailing winds, adjacent residential structures, and the topography where the house is located.

Concerns were also raised regarding the proposed front yard setback allowance for flagpoles. The proposed language states that, "Accessory structures such as flagpoles and lampposts shall be setback a minimum of five feet from all property lines, provided: (a) They are not located within a utility or access easement, and; (b) Flags are not displayed in a manner that would cause the flag to encroach onto a neighboring property." Since most platted lots have utility easements in the front yard that range from 7 to 10 feet, the resulting front yard setback for flagpoles in most instances will effectively be 7 to 10 feet depending on the applicable plat conditions. Unplatted lots and plats that were not subject to utility easements could potentially have a 5 foot front yard setback, but these instances would be more limited.

The rest of the proposed structure setbacks for flagpoles are consistent with the setbacks that are generally applicable to accessory structures such as garages and sheds, and are also the same setbacks as code presently requires. In addition, since the proposed provisions require that flags not be displayed in a manner that would cause the flag to encroach onto a neighboring property, a greater side or rear yard setback than five feet may result.

While the provision in the sign code that references structural review for flagpoles is being omitted, (since the sign code is intended to pertain to signs not flags), structural review and permitting requirements would still apply to flagpoles as required by the currently adopted International Residential Code and International Building Code. Noise from flags must be consistent with the City's noise ordinance which adopts the noise restrictions set forth in the Washington Administrative Code (WAC).

Community Development staff respectfully requests that City Council adopt the amendments related to flags and flagpoles which were reviewed and recommended for approval by Planning Commission.





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

## MEMORANDUM

DATE: February 24, 2017  
 TO: City Council  
 FROM: Angela Gemmer, Senior Planner  
 RE: 2016 Code Clean-Up Amendments  
 CC: Dave Koenig, Community Development Director  
 Chris Holland, Planning Manager

The following is a summary of proposed amendments to Title 22, *Unified Development Code* of the Marysville Municipal Code. The proposed code amendments are items observed over the last year that need to be updated in order to improve clarity and overall review process and include, but are not limited to, the following:

- Addition of, and amendments to, flag and flagpole provisions in order to:
  - Define the term ‘flagpole’;
  - Provide exceptions to the generally applicable height and setbacks standards for flagpoles and similar uncovered accessory structures;
  - Eliminate an exemption provision in the sign code which pertains to flags; and
  - Amend the definition of ‘sign’ to simply state that flags are not included in the ‘sign’ definition.
- Revision to the language regarding the minimum required parking spaces for single family residences, duplexes, townhouses, and mobiles homes to make it clear that three parking spaces are required per dwelling unit rather than two;
- Revision to footnotes in the residential density and dimensional standards table that pertain to duplexes in order to:
  - Clarify that the 12,500 square foot minimum lot size applies to duplex lots in the R-4.5 zone, and that the 7,200 square foot minimum lot size applies to duplex lots in the R-6.5, R-8, WR-R-4-8 zones; and
  - Allow duplexes on individual lots in the R-12 through R-28 zones to utilize the less restrictive dimensional requirements of the R-8 zone.
- Addition of definitions for the terms ‘social services’ and ‘dwelling’;
- Inclusion of an administrative variance to the manufactured home age restrictions so that relief from the age restriction may be granted by the Community Development Director rather than the Hearing Examiner when site circumstances support such relief. The intent of this provision is to minimize applicant and staff time and financial expense for a relatively simple type of variance;
- Clarification of the Planned Residential Development (PRD) open space requirements;
- Inclusion of new standards to restrict shipping containers on residential lots to those lots that are over one acre in size, and to require screening for shipping containers in any zone in which they may be located (*commercial and industrial zones already require screening, but this provision makes it clearer*); and
- Addition of a footnote to the residential permitted uses matrices to clarify that residential accessory structures may only be established as dwellings if they meet the criteria for an accessory dwelling unit.



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

## PC Recommendation – Proposed 2016 Code Clean-Up Amendments

The Planning Commission (PC) of the City of Marysville, having held a public hearing on February 14, 2017 in review of NON-PROJECT action amendments of the Marysville Municipal Code, proposing amendments to Title 22, *Unified Development Code*, including, but not limited to, the following development regulations: flags and flagpoles regulations; SFR/duplex/townhouse minimum parking spaces; duplex dimensional standards; social services, dwelling, sign, and flagpole definitions; manufactured home age administrative deviation; shipping containers standards; residential accessory structures clarifications; and PRD open space clarifications. Having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

### FINDINGS:

1. The Community Development Department held a public meeting to introduce the NON-PROJECT action Code Clean-Up Amendments to the community on November 22, 2016.
2. The proposal was submitted to the State of Washington Department of Commerce for 30-day expedited review on January 30, 2017, in accordance with RCW 36.70A.106.
3. The PC held public work sessions to review the NON-PROJECT action amendments proposing adoption of the NON-PROJECT action 2016 Code Clean-Up amendments as described above, on November 22, 2016, January 10, 2017, and January 24, 2017.
5. The PC held a duly-advertised public hearing on February 14, 2017 and received testimony from city staff and the public.
6. At the public hearing, the PC reviewed and considered the 2016 Code Clean-Up Amendments.

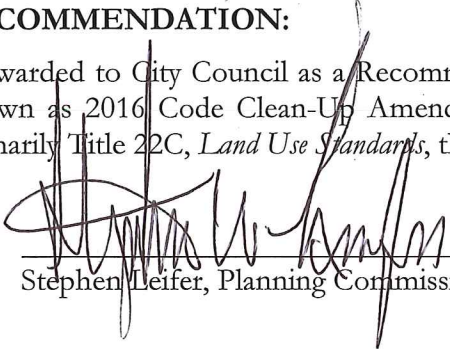
### CONCLUSION:

At the public hearing, held on February 14, 2017, the PC recommended **APPROVING** the 2016 Code Clean-Up Amendments.

### RECOMMENDATION:

Forwarded to City Council as a Recommendation of **APPROVAL** of the NON-PROJECT action known as 2016 Code Clean-Up Amendments, an amendment to the Marysville Municipal Code, primarily Title 22C, *Land Use Standards*, this **February 14, 2017**.

By:

  
 Stephen Leifer, Planning Commission Chair

# PLANNING COMMISSION



# MINUTES

**November 22, 2016**

**7:00 p.m.**

**City Hall**

## **CALL TO ORDER**

Chair Leifer called the November 22, 2016 meeting to order at 7:00 p.m. noting the excused absence of Tom Thetford.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards, Brandon Whitaker

**Staff:** Community Development Director Dave Koenig, Senior Planner Angela Gemmer

**Absent:** Tom Thetford

## **APPROVAL OF MINUTES**

November 9, 2016

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to approve the November 9 Meeting Minutes as presented. **Motion** passed unanimously.

## **AUDIENCE PARTICIPATION**

Chair Leifer noted that there was no one present in the audience.

## **NEW BUSINESS**

### MMC Chapter 11.52 Commute Trip Reduction Update

Angela Gemmer explained that this is an update to Marysville's Commute Trip Reduction Ordinance. The object is to reduce single-occupant vehicle trips to reduce congestion and pollution. The State is the entity that has adopted this law, but the City

contracts with Community Transit (CT) to administer the program. CT would like to synchronize the ordinances between the various jurisdictions they coordinate with. This is basically reformatting what the City presently has. The main change is from annual reporting to quarterly reporting. Another change is to move from biennial surveys to a rideshareonline.com (RSO) system. Other changes involve elimination of several definitions that are no longer relevant to the program, modification to several definitions, inclusion of voluntary worksites in the ordinance, and changes in the names of different terms.

Commissioner Whitaker asked how many staff members are dedicated to administering this program. Ms. Gemmer replied it is just her. Commissioner Whitaker asked which site has more than 100 people showing up within three hours in the morning. Senior Planner Gemmer replied it is the Public Works and Community Development campus. Commissioner Whitaker asked if there are a lot of voluntary programs. Ms. Gemmer replied that there are not at this time, but there may be in the future.

Commissioner Hoen expressed a concern with the CT bus system. He noted that low income or no income people who are trying to get around the community can't get a transfer if they don't have an Orca card. This seems unfair to him. Senior Planner Gemmer stated they would pass that concern along to Community Transit.

Chair Leifer referred to the proposed format, page 9, where it talks about additional elements that can be implemented as needed. He asked how "as needed" would be determined. Senior Planner Gemmer explained that generally speaking if people are doing the things that are expected (obtaining training, notifying employees of their programs, and collecting data), but still aren't meeting the target it is acceptable since it is a program based on good faith effort. If someone is lacking progress they might be encouraged to take extra steps to adopt other techniques to improve progress.

Chair Leifer referred to page 11, D (2), and asked what "undue hardship" would be. Chair Leifer referred to the potential penalties and noted that a "good faith effort" and "undue hardship" appear to be somewhat subjective and could cause an issue in the future. Senior Planner Gemmer noted that the penalties language is part of the existing ordinance. Her experience is that they focus on positive solutions. She explained that the expectations for a good faith effort are fairly minimal and include six hours of training a year for the administrator, holding a transportation fair, completing surveys, and distributing information.

Commissioner Andes asked how many people in the Public Works building are currently carpooling. Senior Planner Gemmer replied that she is aware of only a couple. She noted that the flex work schedules contribute toward the reduction in trips. She commented that reducing trips is generally a challenge in North Snohomish County.

Chair Leifer asked for more information on the table on page 4 of the Plan. Senior Planner Gemmer replied this is an illustration of how the program has performed for 26,000 employees in eight South Snohomish County jurisdictions and the City of Bothell specifically. They are only identifying the non-drive alone trips. Chair Leifer noted that

this represents about 5% of people. Director Koenig commented that Community Transit has a large number of commuter vans. They are actually the second largest provider of ride sharing vans in the country. There are also businesses that have come up with their own solutions.

Chair Leifer then referred to the Barriers to Achieving Goal section at the bottom of page 9 and noted that one of the barriers is the availability of abundant free parking in the area. He then referred to page 11 on the sixth paragraph where it talks about Marysville's responsibility to make sure the CTR program is consistent with the Comprehensive Plan. He asked if they need to take a look at the Comprehensive Plan to see how it coincides with this comment about excess parking being a barrier to the program. Senior Planner Gemmer said she doesn't recall much in the Comprehensive Plan about parking as it relates to these goals. She thinks in general it is consistent with the goals of the CTR program. She noted she would take a closer look at this.

Commissioner Hoen commented that the State used to provide free bus passes for its employees. He asked if Marysville does this. Senior Planner Gemmer replied that there is currently a small monetary incentive, but she doesn't think anyone has taken advantage of that.

#### Code Amendments (Part 1)

Senior Planner Gemmer stated that this batch of code amendments is the first of several amendments that staff will be presenting. These are items staff has observed that are inconsistent with the code or that need to be amended to clarify code, or to streamline the process.

Amendment 1 – This provides clarification on parking expectations for single-family residences, duplexes, townhouses, and mobile homes.

Amendment 2 – This would clarify that the entity that grants licensure for radio frequency analysis is the Federal Communications Commission (FCC) and not the State of Washington. This would allow a broader group of engineers to submit those reports.

Chair Leifer asked if the FCC reviews all of the items. Senior Planner Gemmer stated that the City does the review. This would just clarify the credentials the engineer would need to do the analysis.

Amendment 3 - This would bring consistency between Permitted Uses matrices and the Density and Dimensional matrices for minimum lot sizes for duplexes in the Single Family, Medium Density Zone (R-4.5).

Chair Leifer referred to the Suggested Code Amendment on page 5 and asked if this means that they need to build to the maximum density. Senior Planner Gemmer replied that it does not. Some jurisdictions have a minimum and maximum, but Marysville does not. It would just afford a little more flexibility.

Amendment 4 – This is for single family and duplex uses that occur in multifamily zones. This would allow duplexes to benefit from using the lesser setbacks that a single family residence would use if it were built in a multifamily zone.

Chair Leifer asked if this was similar to LDMRs. Director Koenig explained that LDMRs were higher density single family units with reduced setbacks. Senior Planner Gemmer noted that there is one in Marysville that turned out pretty nice, but it has bigger setbacks than required.

Amendment 5 – This adds a new definition for *social services*.

Amendment 6 – This would allow administrative variances to the age requirements for manufactured homes. The City has issued a couple variances over the past couple years, and they had to go to the Hearing Examiner. This would minimize staff's and the applicant's time and reduce the expense of processing a variance. It would still uphold the expectation that someone in a standard subdivision would need to put in a newer home. The intent is to reduce hardship to people where it's not impacting neighbors negatively.

Chair Leifer commented that it seems very difficult to meet all the conditions on page 7 under item c. Senior Planner stated that the goal isn't to make the criteria easy to meet making these variances widely available, but rather to make it easier to obtain and process the variance if a property is eligible.

## CITY COUNCIL AGENDA ITEMS AND MINUTES

### ADJOURNMENT

**Motion** made by Commissioner Smith, seconded by Commissioner Richards, to adjourn the meeting at 8:00 p.m. **Motion** passed unanimously.

### NEXT MEETING:

December 13, 2016

  
 \_\_\_\_\_  
 Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

January 10, 2017

7:00 p.m.

City Hall

## CALL TO ORDER

Chair Leifer called the January 10, 2017 meeting to order at 7:00 p.m.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards, Brandon Whitaker

**Absent:** Commissioner Tom Thetford (excused)

**Staff:** Community Development Director Dave Koenig, Senior Planner Angela Gemmer, Senior Planner Cheryl Dungan, Project Engineer Ryan Morrison, Surface Water Specialist Mathew Eyer

## APPROVAL OF MINUTES

### December 13, 2016

Commissioner Richards noted he would be abstaining from the vote as he was not present at the December 13 meeting.

**Motion** made by Commissioner Hoen, seconded by Commissioner Andes, to approve the December 13, 2016 Meeting Minutes. **Motion** passed (5-0) with Commissioner Richards abstaining.

## AUDIENCE PARTICIPATION

Evan Kaiser, 2910 73<sup>rd</sup> Avenue NE, Marysville, WA, commented that when information is submitted to the Planning Commission all the pertinent documents should be submitted. He suggested that the Planning Commission conduct research on what other cities are doing when working on their codes. He asked if he could send emails to the

Planning Commission through Janis at the Planning Department and expect a reply in a reasonable time period. Chair Leifer replied that would be appropriate.

## **PUBLIC HEARING**

### **A. City of Marysville – Water System Plan**

Project Engineer Ryan Morrison made a PowerPoint presentation reviewing the Water System Plan Update.

Chair Leifer asked about adequate pressures for fire suppression equipment in the area north of 116<sup>th</sup> up to 152<sup>nd</sup> as referred to in his discussions with the fire marshal. His understanding is that there is still an issue with adequate pressure and fire flow. Project Engineer Morrison said he wasn't aware of any broad low pressure issues or fire flow issues in that area. Chair Leifer commented he heard there is a marginal amount of flow available. Project Engineer Morrison reviewed fire flow requirements and data and explained that the consultant highlighted deficiencies as part of the Water Plan but that area was not highlighted. Chair Leifer asked about the commercial industrial area. Project Engineer Morrison reviewed the commercial fire flow requirements. Chair Leifer summarized that the maximum they can get out of these is 2000 gpm, but the requirement is 2500 gpm. Project Engineer Morrison explained that the maximum is calculated per port, but it is expected that there will be multiple hydrants which makes it workable.

Commissioner Hoen expressed concern about involvement of water drawing agencies in the water system plan update. Project Engineer Morrison replied that all the surrounding jurisdictions as well as the Department of Health have copies of this Plan and are invited to review and comment. This is the same for other jurisdictions. They are also in communication with the Fire Department about the fire flow.

Commissioner Hoen asked about the status of the water lines in the City. Project Engineer Morrison replied that most of the water main is ductile iron, but some of it is asbestos cement or cast iron. Asbestos cement is the oldest portion. This is on a schedule for maintenance as part of the renewals and replacement. They are replaced depending on prioritization and budgeting. Commissioner Hoen asked if available water for the system was predicted to be adequate through 2036. Project Engineer Morrison affirmed that it is.

Commissioner Richards asked if the Sunnyside Well will relieve the city of the need for Everett water. Project Engineer Morrison replied that it will not, and the City will want to keep that intertie in place. Commissioner Richards suggested talking to Everett about stopping adding fluoride to the water.

The public hearing was opened at 7:20 for public testimony. Hearing no comments, the hearing was closed at 7:20 p.m.



Commissioner Hoen noted that there are several areas that are expanding in Lakewood. He asked if staff believes there is adequate water planned to get water to the new facilities. Project Engineer Morrison affirmed that there is.

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to forward this item to Council with a recommendation for approval. **Motion** passed unanimously (6-0).

#### B. City of Marysville – Surface Water Comprehensive Plan

Surface Water Specialist Matthew Eyer made a presentation reviewing the Surface Water Comprehensive Plan Update. He explained that there are 25 projects identified as needed in the future. Five major projects have been identified for the next six years: Historic Downtown Green Retrofit Study, Culvert Removal and Bridge Installation along Quilceda Creek at State Avenue, Water Quality Treatment Facility at Downtown Marina Outfall, Conveyance for Regional Pond 2, and Edgecomb Creek Regional Detention Facility. The simplified financial review showed that the 2% annual rate increase will cover the operating increase, but not the capital projects.

Commissioner Hoen asked if the impact fees are adequate. Senior Planner Gemmer stated that impact fees are not expected to cover all expenses. Other funding mechanisms help finance projects.

Chair Leifer asked about the area near 152<sup>nd</sup> near the Edgecomb detention pond. He asked if the total anticipated volume has taken into account the requirements for Low Impact Development and that a portion of the water will be going into the ground. Surface Water Specialist Matthew Eyer stated that would be taken into consideration going forward with any new pond. Staff hasn't looked into how a new pond would look under the new manual. As it currently stands, the pond is designed to take all the water from all the sites.

Chair Leifer asked about money for realignment of Edgecomb Creek. He asked if a route has been established. Surface Water Specialist Matthew Eyer clarified it was Hayho Creek which is the barrier, not Edgecomb. Edgecomb Creek has some theoretical language in the Comprehensive Plan about the potential realignment. Senior Planner Dungan explained that Otak developed a plan on possibilities for that. She explained that during the recession a lot of the properties went back to the banks. The City backed away from this due to lack of interest from the property owners and is no longer pursuing it at this time.

The public hearing was opened at 7:41 for public testimony. Hearing no comments, the hearing was closed at 7:41 p.m.

**Motion** made by Commissioner Andes, seconded by Commissioner Richards, to forward this item to Council with a recommendation for approval. **Motion** passed unanimously (6-0).

## NEW BUSINESS

### A. Code Amendment – Flagpoles

Senior Planner Gemmer reviewed the proposed amendments to how the City deals with flags and flagpoles. She reviewed background on this item and explained that the majority of Washington jurisdictions researched are silent on flagpole regulations with the exception of Spokane. Staff is proposing regulations adapted from Spokane's. She reviewed three different options for flagpole definitions. She also reviewed other proposed changes.

There were clarification questions regarding the language under 22C.010.220 Height-Exceptions to limits (3). Staff noted they would review the language for clarifications.

Commissioner Richards asked how tall a flagpole could be on top of his house. Director Koenig replied they would look into that, but currently it would be as high as the zone allows.

Commissioner Andes referred to the proposed language for setbacks and suggested they just keep it the same as the property setbacks. Senior Planner Gemmer indicated they could, but noted that some setbacks are much bigger, up to 20 feet. Commissioner Andes recommended keeping it the same as building setbacks to keep it simple.

Commissioner Hoen asked about vertical sail-type flags that he has seen around which are used for advertising. Senior Planner Gemmer replied that those are generally prohibited in the code and present an ongoing code enforcement issue. They are considered signs, not flags.

Chair Leifer referred to item 11 under 22C.160.180 Exemptions in the Sign Code and stated he would like to see preference given to the United States flag by giving it an additional height allowance above and beyond all others. Director Koenig commented that the intent is not to get into regulating college flags, 12<sup>th</sup> man flags, etc. The etiquette of flags requires that the US flag is to be flown on top above all others. Language relating to this can be added.

Commissioner Richards agreed with the standard regarding the US flag, but noted that people will use this as a statement. Senior Planner Gemmer suggested getting legal guidance on whether or not this is something that can be regulated.

### B. 2017-2022 - - Draft Capital Facilities Plan

Senior Planner Dungan introduced the Capital Facilities Plan for 2017-2022 as contained in the Planning Commission packet.

Commissioner Whitaker asked how the projects are prioritized. Senior Planner Dungan stated that there is a rating system within the City's database to help determine this. The plan is changed every two years in response to changes in these priorities.

Commissioner Whitaker asked what is behind the justification for moving forward with the project. Senior Planner Dungan replied that they are policies and goals that are outlined in the Comprehensive Plan and through the Growth Management Act. Commissioner Whitaker asked how estimates are made for construction of projects that are out in the future. Senior Planner Dungan replied that they are based on best case estimates.

Commissioner Richards noted that some of these are budgeted for, but some are not. Senior Planner Dungan explained that they will be depending on grant funding for a lot of things.

Commissioner Hoen noted that sidewalks continue to be discussed as something that is lacking in the City. He asked if there is part of a plan that says we are going to do a certain amount of sidewalks. Senior Planner Dungan replied that there is an allowance for sidewalks in the maintenance code. In the zoning code under residential density incentives there are additional bonus credits given to developers if they do off-site sidewalk improvements. Senior Planner Gemmer commented that with any new projects there is an expectation that frontage improvements will be done. Moving forward the situation should be improving. Also, in the existing Transportation Plan which was adopted in 2015 there is prioritization of where the City wants sidewalks constructed.

Chair Leifer referred to the potential options for improvements around Geddes Marina and asked if the third one assumes that the previous ones were completed. Senior Planner Dungan explained that there are steps that need to be completed. Cleanup of the site is the first step. The park will likely be constructed in phases as funding allows. Director Koenig explained that this reflects the Council's direction relating to the budget. Senior Planner Dungan commented that the Capital Facilities Plan as presented was adjusted to address Council's wishes related to budget discussions.

Chair Leifer commented that it appears that the improvements to Public Works would allow the existing building to be utilized by other uses, and a new facility for Public Works would be constructed. Director Koenig didn't think there was a new facility or expansion planned for Public Works. Senior Planner Dungan commented that Sanitation is relocating some of their trucks onto the old mill site that is adjacent.

Chair Leifer asked if Public Safety is the planned site for the new facility. Director Koenig commented that they don't have a site yet for the new facility, but there are also some fire uses there. He noted that this project is complicated by the Regional Fire Authority issue right now.

Commissioner Andes asked if water and road improvements would be done at the same. Senior Planner Dungan replied that typically they would be, but noted that someone from Public Works will be present at the hearing to answer questions.

**Motion** made by Commissioner Richards, seconded by Commissioner Andes, to schedule this for a public hearing. **Motion** passed unanimously (6-0).


## CITY COUNCIL AGENDA ITEMS AND MINUTES

### ADJOURNMENT

**Motion** made by Commissioner Smith, seconded by Commissioner Richards, to adjourn the meeting at 8:28 p.m. **Motion** passed unanimously (6-0).

### NEXT MEETING:

January 24, 2017

  
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Angela Gemmer, Senior Planner, for  
Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

January 24, 2017

7:00 p.m.

City Hall

## CALL TO ORDER

Chair Leifer called the January 24, 2017 meeting to order at 7:00 p.m.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Jerry Andes, Kay Smith, Kelly Richards, Brandon Whitaker

**Staff:** Community Development Director Dave Koenig, Planning Manager Chris Holland, Senior Planner Cheryl Dungan, Senior Planner Angela Gemmer, City Engineer Jeff Laycock

**Absent:** Roger Hoen, Tom Thetford (excused)

## APPROVAL OF MINUTES

### January 10, 2017

Commissioner Smith noted that on Page 1, "Gemmer" needs to be added to Angela's name.

Commissioner Richards added that on Page 2, in the second paragraph from the bottom, "Well" was not spelled correctly

**Motion** made by Commissioner Smith, seconded by Commissioner Richards, to approve the January 10, 2017 Meeting Minutes with the two corrections as noted above. **Motion** passed unanimously (5-0).

## AUDIENCE PARTICIPATION

None

## PUBLIC HEARING

### A. 2017-2022 DRAFT Capital Facilities Plan

Senior Planner Dungan indicated staff did not have any additional information on this. She stated that staff is recommending approval of the Capital Facilities Plan and forwarding it for Council approval.

Chair Leifer stated that his only question was regarding prioritization of the projects. City Engineer Laycock explained that a lot of projects are identified in other Plans. They are also prioritized as far as the funding and grants that might be available. Related projects can also make other projects a priority.

Commissioner Andes referred to a transportation project on State Avenue from 100<sup>th</sup> to 116<sup>th</sup> and a water project from 112<sup>th</sup> to 116<sup>th</sup> and asked if those projects would be constructed at the same time. City Engineer Laycock said they would be done at the same time, but they are funded from different accounts so they are listed separately.

The public hearing was opened at 7:07 p.m. and public testimony was solicited. There was none. The hearing was closed at 7:08 p.m.

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to forward the Capital Facilities Plan on to City Council with a recommendation for approval. **Motion** passed unanimously (5-0).

## OLD BUSINESS

### A. Code Amendment – Flagpoles

Senior Planner Gemmer explained that at the last meeting there were concerns about the height allowance above the height in the zone and the proposed setback requirements. The revision is that the flag pole may rise ten feet above the height limit or five feet above the highest point of the roof, whichever is greater. For uncovered accessory structures (such as radio antennae and dishes, mechanical equipment, play structures and tennis courts) flagpoles would be allowed to project to the property line in the side and the rear yard, but in the front yard they would observe the general setback for the zone which is 20 feet. For accessory structures that are more pole-like in nature such as flag poles and lamp posts, the setback would be five feet from the property line. They would have to be located outside of a utility or access easement, and any flag may not be displayed in a manner that would cause an encroachment or neighborhood issue. Staff is also eliminating the references to flags in the Sign Code.

Commissioner Andes thought that the new proposed setbacks made sense.

Chair Leifer asked what the maximum height in the single family zones is typically. Senior Planner Gemmer replied it is typically 30 feet.

Commissioner Andes asked if this would be addressed differently in commercial zones. Senior Planner Gemmer replied that there is not a height restriction for commercial zones. In a commercial zone, a flagpole would only be restricted to comply with FAA regulations.

Commissioner Whitaker asked what will happen with existing flagpoles that don't meet these regulations. Planning Manager Holland explained they would be grandfathered in.

Chair Leifer asked about the verbiage on permitting flag poles. Planning Manager Holland replied that it is outlined in the IBC and IRC and it is considered an accessory structure requiring a permit. Staff would issue an over-the-counter permit to be installed per the manufacturer's specifications. On commercial applications, it would take a little more engineering.

Chair Leifer referred to comments from Mr. Kaiser and asked for confirmation that staff would depend on the manufactures' recommendations for installation or, in the absence of that, require that calculations be done based on the size of the flag poles. Director Koenig confirmed that the building official would make that determination. There was discussion about flagpoles and manufacturers' recommended flag sizes.

There was consensus from the Planning Commission to schedule this item for a public hearing.

## **NEW BUSINESS**

### **A. Code Amendment – Accessory Structure Provisions**

Senior Planner Gemmer explained that this would restrict shipping containers to residential properties that are over an acre in size and require that they be placed behind screening, fencing, or landscaping. In commercial and industrial zones, they would be subject to the screening provisions that are already applicable to storage.

Senior Planner Gemmer then explained that there have been concerns about people converting parts of houses into living spaces that don't meet the definition of dwelling unit and result in sub-par living situations. The proposed code would define "dwelling" as a shelter in which a person or people live and require a dwelling to comply with accessory dwelling unit standards.

Commissioner Whitaker asked if the concerns have come mainly from code enforcement staff or public complaints. Planning Manager Holland explained that they have come from both sources.

Commissioner Richards asked where the minimum size of one acre came from for shipping containers. Senior Planner Gemmer replied one acre is the threshold at which the general residential accessory structure provisions would apply. Senior Planner Holland explained that this would not preclude someone from coming in and requesting a deviation.

Commissioner Richards asked about temporary moving containers that people bring in when they are moving. Community Development Director Koenig replied that this would not apply to temporary containers or pods, which are addressed on a case-by-case basis.

#### A. Code Amendment – PRD Open Space

Senior Planner Gemmer explained that this is to clarify the expectations about how much open space is required in a Planned Residential Development. This would clarify that 65% of the open space requirement can be satisfied with critical areas and buffers.

Chair Leifer asked where required yards fit in to the equation. Planning Manager Holland replied that a yard on your lot would not count toward your overall open space requirement, which must be a shared open space area.

### **DIRECTOR'S COMMENTS**

Director Koenig had the following updates:

- In the 2017 Budget, Code Enforcement is being moved to the Police Department. There is a new group within the Police Department that will be called Community Services. There will also be a new working sergeant doing enforcement along with the Code Enforcement Officer and Community Resource Officer. There will also be some staffing related to park security issues. The desire of the Council was to put more emphasis on code enforcement. This transition will be happening over the next couple months.
- The City has purchased the Welco property in order to open up the community to the river more. There is one office building there which police will be using for the time being. Over time the City wants to open up the water front to spur on redevelopment of the downtown area.

Planning Manager Holland added that City Engineer Jeff Laycock submitted a shoreline permit today for a trail going from the boat launch underneath the bridge.

### **COMMISSIONERS COMMENTS**

Commissioner Andes asked about the Quilceda Auto Wrecking building. Planning Manager Holland wasn't sure, but said it looked like they were cleaning it up. He indicated he would look into it. Director Koenig thought that the City might be interested in that site related to State Avenue improvements. He noted that they studied it and didn't find any contamination. He commented that the City will need an area for mitigation when State Avenue is expanded for storm drainage.

### **CITY COUNCIL AGENDA ITEMS AND MINUTES**

### **ADJOURNMENT**



**Motion** made by Commissioner Richards, seconded by Commissioner Whitaker, to adjourn the meeting at 7:46 p.m. **Motion** passed unanimously.

**NEXT MEETING:**

February 14, 2017

 for  
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Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

February 14, 2017

7:00 p.m.

City Hall

## CALL TO ORDER

Chair Leifer called the February 14, 2017 meeting to order at 7:00 p.m.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards, Brandon Whitaker

**Staff:** Community Development Director Dave Koenig, Senior Planner Angela Gemmer

**Absent:** Tom Thetford (excused)

## APPROVAL OF MINUTES

### January 24, 2017

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to approve the January 24, 2017 Meeting Minutes as presented. **Motion** passed unanimously (6-0).

## AUDIENCE PARTICIPATION

None

## PUBLIC HEARINGS – CODE AMENDMENTS

Senior Planner Gemmer explained that these are the same amendments as proposed at the January 24 work session. On February 13 staff received email comments from Evan Kaiser which were distributed to the Planning Commission. Staff is proposing some changes based on Mr. Kaiser's comments. She reviewed the following concerns and staff's responses:

- One concern raised by Mr. Kaiser was that the proposed definition of flagpole discussed at the prior workshop did not address what would happen if the flag was not hanging from a flagpole. In order to remedy that concern, staff is recommending a change in the definition of a flagpole to state a flagpole means, "a tall pole on which a flag is or can be displayed," to address that concern.
- A question was raised as to whether or not a flag could be regulated as sign. Staff's position is that the City will not regulate the content of flags just as they do not regulate the content of signs as a result of a Supreme Court ruling.
- Another concern was that there is no definition of "flag" given in the code. Senior Planner Gemmer stated that there is a common understanding of what a flag is. Not every term that is contained in the code has a specific definition. Where there is an absence of a specific definition in the zoning code, the conventional dictionary and common understanding is what would be used.
- Another concern was raised regarding temporary and special event signs. She explained that the sign code is intended to regulate commercial content.
- There was a concern about the potential for obscene material to be displayed; however, federal law prohibits this.
- Another concern is that radio antennas are listed as something that can project to the property line in the back yard and side yard. This is in conflict with a provision in the wireless code. Staff is proposing to strike the reference to radio dishes and antennas in the projection section in order to eliminate any conflict in the codes.
- Another concern related to the terms *accessory apartment* and *accessory dwelling units*. These are interchangeable terms in the code, but staff may choose to make consistent in the future.
- Another concern related to changes made in setbacks from the original version and the more recent version of the code amendments. She explained that this was amended in response to Planning Commission discussion.

Commissioner Whitaker asked if the items staff is proposing to change are already included in the draft. Senior Planner Gemmer distributed a copy of the two proposed changes staff had drafted today in response to the email received from Mr. Kaiser yesterday. Community Development Director Koenig summarized the two changes as:

1. Clarification of the definition of "flagpole"
2. Under residential setbacks, taking out radio antennas and dishes in the projection section

Chair Leifer reiterated the proposed changes and solicited comments from the Planning Commission. There appeared to be consensus regarding the proposed amendments.

Chair Leifer opened the public hearing related to code amendments, items A-G at 7:19 p.m.

#### A. Flags and flagpoles

Public Testimony:

Evan Kaiser, 2910 73rd, Avenue NE, Marysville, WA stated that most of his concerns have been corrected by staff's proposed new changes; however, he had the following comments:

- He stated he still sees no need to have a 30-40 foot high flagpole in a residential area.
- He is fine with the flagpole definition.
- Regarding regulating the content of a flag, he expressed concern about businesses flying their flags in residential areas. He spoke in support of the old definition of flags. He expressed concern that people could still put up objectionable things even if they are not obscene.
- He referred to his email and said that they could ignore the comments about signs.
- He expressed concern about the staff response from Gloria Hirashima dated February 3, 2017.
- He asked about regulations that govern signs in residential neighborhoods.
- He asked why the city would want to have anything that encroaches into setbacks. He thinks the whole section should be reconsidered. He expressed concern about the ability to put a 70-foot high antenna right on the property line.

Director Koenig reviewed the dictionary definition of a flag which would apply in this case. He noted that not everything in the code needs to be defined.

Senior Planner Gemmer noted that within the sign code there are regulations related to limitations on signs in residential zones. With regard to the concerns about setbacks, she noted that the one of the main reasons for setbacks is fire safety. Some of the things that are listed as exemptions from setback requirements really don't raise large fire safety concerns.

Chair Leifer asked if a flag could have some message on it conveying business-type information related to a home occupation business. Director Koenig commented that flags are not typically used as signs because they are not visible all the time. This has not been an issue that the City has dealt with. He commented that they could adopt a definition of sign if desired by the Planning Commission. He noted that the US Supreme Court made a decision that cities could not regulate the content of signage. Staff's intent is to define a flag as a flag and not a sign.

Mr. Kaiser stated he doesn't think the code would prohibit any business from putting a flag up on a residential flag pole.

Commissioner Hoen referred to POW flags and asked where that would fit in. Director Koenig thought that it would fall under the definition of a flag.

Commissioner Richards clarified that the Planning Commission just recommends to City Council what they think should be done. The City Council is the body that actually makes the decisions.

- B. Minimum required parking spaces
- C. Duplex dimensional standards
- D. "Social Services" definition
- E. Manufactured homes – administrative deviation
- F. Accessory structure provisions - "Dwelling" definition and compliance with accessory dwelling unit provisions; Cargo/shipping container allowances
- G. PRD Open Space

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to forward the code amendments listed as items A-G to City Council with the changes to the flagpole amendments as recommended by staff tonight. **Motion** passed unanimously (6-0).

Chair Leifer referred to Mr. Kaiser's concerns about regulating the content on flags and commented that the Planning Commission was not in support of recommending against a ruling by the Supreme Court. His understanding was that the City would be in direct defiance of that ruling if they tried to regulate the content. Director Koenig commented that staff would clarify this understanding with the City Attorney.

The public hearing was closed at 7:50 p.m.

## **CITY COUNCIL AGENDA ITEMS AND MINUTES**

### **STAFF COMMENTS**

Staff provided a copy of a request from a citizen related to a potential amendment regarding home occupation standards. Director Koenig summarized the request where someone wanted to sell merchandise from their home and commented that staff is not in support of the change. Senior Planner Gemmer explained that the current code states that sales are limited to merchandise which is produced on the premises or telephone or online sales with offsite delivery.

Commissioner Hoen raised a concern about artists being allowed to sell their art from their home. Director Koenig clarified that if you make something at home you can sell it at home, and staff's interpretation is that includes are.

### **ADJOURNMENT**

**Motion** made by Commissioner Andes, seconded by Commissioner Whitaker, to adjourn the meeting at 7:57 p.m. **Motion** passed unanimously.

**NEXT MEETING:**

March 14, 2017



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Chris Holland, Planning Manager for  
Laurie Hugdahl, Recording Secretary

**CITY OF MARYSVILLE**  
**Marysville, Washington**  
**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, UPDATING  
THE CITY'S DEVELOPMENT REGULATIONS AND AMENDING SECTIONS  
22A.020.050, 22A.020.070, 22A.020.200, 22C.010.060, 22C.010.070,  
22C.010.090, 22C.010.210, 22C.010.220, 22C.020.060, 22C.020.070,  
22C.020.190, 22C.130.030, 22C.160.080, 22G.080.100, AND 22A.010.160  
OF THE MARYSVILLE MUNICIPAL CODE.**

WHEREAS, the State Growth Management Act, Chapter 36.70A RCW mandates that cities periodically review and amend development regulations, including zoning ordinances and official controls; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's development regulations in the same manner as the original adoption of the City's comprehensive plan and development regulations; and

WHEREAS, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

WHEREAS, the City, in reviewing and amending its development regulations has complied with the notice, public participation, and processing requirements established by the Growth Management Act, as more fully described below; and

WHEREAS, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's municipal code and development code (MMC Title 22); and

WHEREAS, during public meetings on November 22, 2016, January 10, 2017, and January 24, 2017, the Planning Commission discussed proposed amendments to MMC Sections 22A.020.050, 22A.020.070, 22A.020.200, 22C.010.060, 22C.010.070, 22C.010.090, 22C.010.210, 22C.010.220, 22C.020.060, 22C.020.070, 22C.020.190, 22C.130.030, 22C.160.080, 22G.080.100, and 22A.010.160; and

WHEREAS, the City of Marysville has submitted the proposed development regulation revisions to the Washington State Department of Commerce on January 30, 2017, as required by RCW 36.70A.106; and

WHEREAS, the amendments to the development regulations are exempt from State Environmental Policy Act review under WAC 197-11-800(19);

WHEREAS, after providing notice to the public as required by law, on February 14, 2017, the Marysville Planning Commission held a Public Hearing on the proposed amendments to the City's development regulations; and

WHEREAS, on February 14, 2017 the Planning Commission made a Recommendation to the City Council recommending the adoption of the proposed amendments to MMC Sections 22A.020.050, 22A.020.070, 22A.020.200, 22C.010.060, 22C.010.070, 22C.010.090, 22C.010.210, 22C.010.220, 22C.020.060, 22C.020.070, 22C.020.190, 22C.130.030, 22C.160.080, 22G.080.100, and 22A.010.160; and

WHEREAS, at a public meeting on March 13, 2017 the Marysville City Council reviewed and considered the Planning Commission's Recommendation and proposed amendments to the development regulations; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Approval of Planning Commission's Recommendation and Adoption of Findings and Conclusions. The Planning Commission's February 14, 2017 Recommendation regarding the proposed development regulation amendments, including the Findings and Conclusions contained therein, as set forth in the attached **Exhibit "A"**, is hereby adopted and incorporated herein by this reference.

Section 2. Required Findings. In accordance with MMC 22G.010.520, the following findings are made regarding the development regulation amendments which comprise this ordinance:

- (1) The amendments are consistent with the purposes of the comprehensive plan; and
- (2) The amendments are consistent with the purpose of Title 22 MMC; and
- (3) There have been significant changes in the circumstances to warrant a change; and
- (4) The benefit or cost to the public health, safety, and welfare is sufficient to warrant the action.

Section 3. Section 22A.020.050, "D" definitions, of the Marysville Municipal Code is hereby amended by adding a new definition to read as follows:

"Dwelling" means a shelter in which a person or people live.

Section 4. Section 22A.020.070, "F" definitions, of the Marysville Municipal Code is hereby amended by adding a new definition to read as follows:

"Flagpole" means a tall pole on which a flag is or can be displayed.

Section 5. The definition of "sign" as contained in Section 22A.020.200, "S" definitions, of the Marysville Municipal Code is hereby amended to read as follows:

"Sign" means any device, fixture, or placard that is visible from a public right-of-way or surrounding properties and uses graphics, symbols, logos, or written copy conveying a message or image and used to inform or attract the attention of the public, such as advertising or identifying an establishment, product, goods, service or activity. A sign may have multiple faces and advertise multiple on-premises establishments, businesses, products, services, or activities. This definition does not include any flag of any country, state or local jurisdiction. Unless the context clearly provides to the contrary, a "sign" as used in this chapter also includes the "sign structure."

Section 6. Section 22A.020.200, "S" definitions, of the Marysville Municipal Code is hereby amended by adding a new definition to read as follows:

"Social services" means public or nonprofit establishments, organizations or agencies that provide counseling, therapy or other social or human services to persons needing such services due to physical, mental, emotional, or other disabilities.



Section 7. Section 22C.010.060, Permitted uses, of the Marysville Municipal Code is hereby amended to read as follows:

<b>Specific Land Use</b>	<b>R-4.5</b>	<b>R-6.5</b>	<b>R-8</b>	<b>WR R-4-8</b>	<b>R-12</b>	<b>R-18</b>	<b>R-28</b>	<b>WR R-6-18</b>	<b>R-MHP</b>
<b>Residential Land Uses</b>									
Dwelling Units, Types:									
Single detached (14)	P11	P11	P11	P11	P11	P11	P11	P11	P43
Model home	P30	P30	P30	P30	P30	P30	P30	P30	P30
Cottage housing	C6	C6	C6	C6	C6	C6	C6	C6	
Duplex (14)	C8	P8	P8	P8	P	P	P	P	
Townhouse	P3	P3	P3	P3	P	P	P	P	
Multiple-family					P	P	P	P	
Mobile home	P12	P12	P12	P12	P12	P12	P12	P12	P12
Mobile/manufactured home park	P3	P3	P3		C	P	P		P45
Senior citizen assisted	C2	C2	C2	C2	C2	C2	C2	C2	C2
Factory-built	P7	P7	P7	P7	P7	P7	P7	P7	P7, 43
Recreational vehicle									P44
Group Residences:									
Adult family home	P	P	P	P	P	P	P	P	P
Convalescent, nursing, retirement	C2	C2	C2	C2	C2	C2	C2	C2	
Residential care facility	P	P	P	P	P	P	P	P	
Master planned senior community (15)	C	C	C	C	C	C	C	C	C
Accessory Uses:									

<b>Specific Land Use</b>	<b>R-4.5</b>	<b>R-6.5</b>	<b>R-8</b>	<b>WR R-4-8</b>	<b>R-12</b>	<b>R-18</b>	<b>R-28</b>	<b>WR R-6-18</b>	<b>R-MHP</b>
Residential accessory uses (1), (9), (10), (49), (50)	P	P	P	P	P	P	P	P	P
Home occupation (5)	P	P	P	P	P13	P13	P13	P13	P
Temporary Lodging:									
Hotel/motel					P	P	P	P	
Bed and breakfast guesthouse (4)		C	C	C	P	P	P	P	
Bed and breakfast inn (4)					P	P	P	P	
<b>Recreation/Cultural Land Uses</b>									
Park/Recreation:									
Park	P16	P16	P16	P16	P16	P16	P16	P16	P16
Recreational vehicle park									C46
Community center	C	C	C	C	C	C	C	C	C
Amusement/Entertainment:									
Sports club					C	C	C	C	
Golf facility (17)	C	C	C	C	P	P	P	P	
Cultural:									
Library, museum and art gallery	C	C	C	C	C	C	C	C	C
Church, synagogue and temple	C	C	C	C	P	P	P	P	C
<b>General Services Land Uses</b>									
Personal Services:									
Funeral home/crematory	C18	C18	C18	C18	C18	C18	C18	C18	C18
Cemetery, columbarium or mausoleum	P24	P24	P24	P24	P24	P24	P24	P24	P24
	C19	C19	C19	C19	C19	C19	C19	C19	C19

<b>Specific Land Use</b>	<b>R-4.5</b>	<b>R-6.5</b>	<b>R-8</b>	<b>WR R-4-8</b>	<b>R-12</b>	<b>R-18</b>	<b>R-28</b>	<b>WR R-6-18</b>	<b>R-MHP</b>
Day care I	P20	P20	P20	P20	P20	P20	P20	P20	P20
Day care II	C25	C25	C25	C25	C	C	C	C	C25
Stable	C	C	C	C					
Kennel or cattery, hobby	C	C	C	C	C	C	C	C	
Electric vehicle (EV) charging station (38), (39)	P	P	P	P	P	P	P	P	
EV rapid charging station (40), (41), (42)					P	P	P	P	
<b>Health Services:</b>									
Medical/dental clinic					C	C	C	C	
<b>Education Services:</b>									
Elementary, middle/junior high, and senior high (including public, private and parochial)	C	C	C	C	C	C	C	C	C
Commercial school	C21	C21	C21	C21	C21	C21	C21	C21	
School district support facility	C23	C23	C23	C23	C23	C23	C23	C23	
Interim recycling facility	P22	P22	P22	P22	P22	P22	P22	P22	
Vocational school									
<b>Government/Business Service Land Uses</b>									
<b>Government Services:</b>									
Public safety facilities, including police and fire	C26	C26	C26	C26	C26	C26	C26	C26	C26
Utility facility	P	P	P	P	P	P	P	P	P
Private storm water management facility	P	P	P	P	P	P	P	P	P

<b>Specific Land Use</b>	<b>R-4.5</b>	<b>R-6.5</b>	<b>R-8</b>	<b>WR R-4-8</b>	<b>R-12</b>	<b>R-18</b>	<b>R-28</b>	<b>WR R-6-18</b>	<b>R-MHP</b>
Public storm water management facility	P	P	P	P	P	P	P	P	P
Business Services:									
Self-service storage (31)					C27	C27	C27	C27	
Professional office					C	C	C	C	
Automotive parking	P29	P29	P29	P29	P29	P29	P29	P29	
Model house sales office	P47	P47	P47	P47					
Wireless communication facility (28)	P C	P C	P C	P C	P C	P C	P C	P C	P C
State-Licensed Marijuana Facilities:									
Marijuana cooperative (48)									
Marijuana processing facility – Indoor only (48)									
Marijuana production facility – Indoor only (48)									
Marijuana retail facility (48)									
<b>Retail/Wholesale Land Uses</b>									
Forest products sales	P32	P32	P32	P32					
Agricultural crop sales	P32	P32	P32	P32					
<b>Resource Land Uses</b>									
Agriculture:									
Growing and harvesting crops	P34	P34	P34	P34					
Raising livestock and small animals	P35	P35	P35	P35					
Forestry:									

<b>Specific Land Use</b>	<b>R-4.5</b>	<b>R-6.5</b>	<b>R-8</b>	<b>WR R-4-8</b>	<b>R-12</b>	<b>R-18</b>	<b>R-28</b>	<b>WR R-6-18</b>	<b>R-MHP</b>
Growing and harvesting forest products	P34	P34	P34	P34					
Fish and Wildlife Management:									
Hatchery/fish preserve (33)	C	C	C	C					
Aquaculture (33)	C	C	C	C					
<b>Regional Land Uses</b>									
Regional storm water management facility	C	C	C	C	C	C	C	C	C
Nonhydroelectric generation facility	C	C	C	C	C	C	C	C	C
Transit park and pool lot	P	P	P	P	P	P	P	P	
Transit park and ride lot	C	C	C	C	C	C	C	C	
School bus base	C36	C36	C36	C36	C36	C36	C36	C36	
Racetrack	C37	C37	C37	C37	C37	C37	C37	C37	
College/university	C	C	C	C	C	C	C	C	

Section 8. Section 22C.010.070, Permitted uses – Development conditions, of the Marysville Municipal Code is hereby amended to read as follows:

- (1) Accessory dwelling units must comply with development standards in Chapter [22C.180](#) MMC. Accessory dwelling units in the MHP zone are only allowed on single lots of record containing one single-family detached dwelling.
- (2) Limited to three residents per the equivalent of each minimum lot size or dwelling units per acre allowed in the zone in which it is located.
- (3) Only as part of a planned residential development (PRD) proposal, and subject to the same density as the underlying zone.
- (4) Bed and breakfast guesthouses and inns are subject to the requirements and standards contained in Chapter [22C.210](#) MMC.
- (5) Home occupations are subject to the requirements and standards contained in Chapter [22C.190](#) MMC.
- (6) Subject to cottage housing provisions set forth in MMC [22C.010.280](#).
- (7) Factory-built dwelling units shall comply with the following standards:
  - (a) A factory-built house must be inspected at least two times at the factory by the State Building Inspector during the construction process, and must receive an approval certifying that it meets all requirements of the International Building Code. At the building site, the city building official will conduct foundation, plumbing and final inspections.

- (b) A factory-built house cannot be attached to a metal frame allowing it to be mobile. All such structures must be placed on a permanent foundation at the building site.
- (8) Permitted outright in the R-6.5, R-8, and WR-R-4-8 zones on minimum 7,200-square-foot lots. A conditional use permit is required for the R-4.5 zone, and the minimum lot size must be 12,500 square feet. Duplexes must comply with the comprehensive plan density requirements for the underlying land use designation.
- (9) A garage sale shall comply with the following standards:
- (a) No residential premises shall have more than two such sales per year and no such sale shall continue for more than six days within a 15-day period.
  - (b) Signs advertising such sales shall not be attached to any public structures, signs or traffic control devices, nor to any utility poles. All such signs shall be removed 24 hours after the sale is completed.

A garage sale complying with the above conditions shall be considered as being an allowable accessory use to all residential land uses. A garage sale violating one or more of the above conditions shall be considered as being a commercial use and will be disallowed unless it complies with all requirements affecting commercial uses.

(10) Residential accessory structures must comply with development standards in Chapter [22C.180](#) MMC.

(11) Manufactured homes must:

- ~~(a) Be no more than five years old, as evidenced by the date of manufacture recorded on the HUD data plate;~~
- ~~(a**b**) Be set on a permanent foundation, as specified by the manufacturer, enclosed with an approved concrete product from the bottom of the home to the ground which may be either load-bearing or decorative;~~
- ~~(b**e**) Meet all design standards applicable to all other single-family homes in the neighborhood in which the manufactured home is to be located;~~
- (c) Be no more than five years old, as evidenced by the date of manufacture recorded on the HUD data plate. An administrative variance to the requirement that a manufactured home be no more than five years old may be granted by the community development director only if the applicant demonstrates all of the following:
  - (i) The strict enforcement of the provisions of this title creates an unnecessary hardship to the property owner;
  - (ii) The proposed manufactured home is well maintained and does not present any health or safety hazards;
  - (iii) The variance is necessary or warranted because of the unique size, shape, topography, location, critical areas encumbrance, or other feature of the subject property;
  - (iv) The proposed manufactured home will be compatible with the neighborhood or area where it will be located;
  - (v) The subject property is otherwise deprived, by provisions of this title, of rights and privileges enjoyed by other properties in the vicinity and within an identical zone;
  - (vi) The need for the variance is not the result of deliberate actions of the applicant or property owner; and
  - (vii) The variance is the minimum necessary to grant relief to the applicant.

(12) Mobile homes are only allowed in existing mobile home parks established prior to October 16, 2006.

(13) Home occupations are limited to home office uses in multifamily dwellings. No signage is permitted in townhouse or multifamily dwellings.

(14) No more than one single-family detached or duplex dwelling is allowed per lot except in planned residential developments, through the provisions of Chapter [22G.080](#) MMC, using the binding site plan (BSP) process outlined in Chapter [22G.100](#) MMC, and designated on the face of the BSP, for multiple single-family detached dwellings on a single parcel; or accessory dwelling units through the provisions of Chapter [22C.180](#) MMC.

(15) Subject to Chapter [22C.220](#) MMC, Master Planned Senior Communities.

(16) The following conditions and limitations shall apply, where appropriate:

- (a) Parks are permitted in residential and mixed use zones when reviewed as part of a subdivision, mobile/manufactured home park, or multiple-family development proposal; otherwise, a conditional use permit is required;
  - (b) Lighting for structures and fields shall be directed away from residential areas; and
  - (c) Structures or service yards shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.
- (17) Golf facilities shall comply with the following:
- (a) Structures, driving ranges and lighted areas shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.
  - (b) Restaurants are permitted as an accessory use to a golf course.
- (18) Only as an accessory to a cemetery.
- (19) Structures shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.
- (20) Only as an accessory to residential use and subject to the criteria set forth in Chapter [22C.200](#) MMC.
- (21) Only as an accessory to residential use, provided:
- (a) Students are limited to 12 per one-hour session;
  - (b) All instruction must be within an enclosed structure; and
  - (c) Structures used for the school shall maintain a distance of 25 feet from property lines adjoining residential zones.
- (22) Limited to drop box facilities accessory to a public or community use such as a school, fire station or community center.
- (23) Only when adjacent to an existing or proposed school.
- (24) Limited to columbariums accessory to a church; provided, that existing required landscaping and parking are not reduced.
- (25) Day care IIs must be located on sites larger than one-half acre and are subject to minimum standards identified in Chapter [22C.200](#) MMC for day care I facilities. Parking facilities and loading areas shall be located to the rear of buildings or be constructed in a manner consistent with the surrounding residential character. Evaluation of site suitability shall be reviewed through the conditional use permit process.
- (26) Public safety facilities, including police and fire, shall comply with the following:
- (a) All buildings and structures shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
  - (b) Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of 35 feet from such street.
- (27) Accessory to an apartment development of at least 12 units, provided:
- (a) The gross floor area in self-service storage shall not exceed 50 percent of the total gross floor area of the apartment dwellings on the site;
  - (b) All outdoor lights shall be deflected, shaded and focused away from all adjoining property;
  - (c) The use of the facility shall be limited to dead storage of household goods;
  - (d) No servicing or repair of motor vehicles, boats, trailers, lawn mowers or similar equipment;
  - (e) No outdoor storage or storage of flammable liquids, highly combustible or explosive materials or hazardous chemicals;
  - (f) No residential occupancy of the storage units;
  - (g) No business activity other than the rental of storage units to the apartment dwellings on the site; and
  - (h) A resident manager shall be required on the site and shall be responsible for maintaining the operation of the facility in conformance with the conditions of approval.
- (28) All WCFs and modifications to WCFs are subject to Chapter [22C.250](#) MMC including, but not limited to, the siting hierarchy, MMC [22C.250.060](#). WCFs may be a permitted use or a conditional use subject to MMC [22C.250.040](#).
- (29) Limited to commuter parking facilities for users of transit, carpools or ride-share programs, provided:

- (a) They are located on existing parking lots for churches, schools, or other permitted nonresidential uses which have excess capacity available during commuting hours; and
  - (b) The site is adjacent to a designated arterial that has been improved to a standard acceptable to the department.
- (30) Model Homes.
- (a) The community development director may approve construction of model homes subject to the following conditions:
    - (i) No model home shall be constructed without the issuance of a building permit;
    - (ii) In no event shall the total number of model homes in a preliminary subdivision be greater than nine;
    - (iii) A hard-surfaced roadway to and abutting all model homes shall be constructed to standards determined by the city engineer or designee;
    - (iv) Operational fire hydrant(s) must be available in accordance with the International Fire Code;
    - (v) Submittal of a site plan, stamped by a registered civil engineer or licensed surveyor, delineating the location of each structure relative to existing and proposed utilities, lot lines, easements, roadways, topography and critical areas;
    - (vi) Submittal of building permit applications for each of the proposed structures;
    - (vii) Approval of water, sewer and storm sewer extension plans to serve the proposed structures; and
    - (viii) Execution of an agreement with the city saving and holding it harmless from any damages, direct or indirect, as a result of the approval of the construction of model homes on the site.
  - (b) Prior to occupancy of any model home, the final plat of the subject subdivision shall be approved and recorded.
- (31) Any outdoor storage areas are subject to the screening requirements of the landscape code.
- (32) Subject to approval of a small farms overlay zone.
- (33) May be further subject to the provisions of the Marysville shoreline master program.
- (34) Only allowed in conjunction with the small farms overlay zone.
- (35) Provided, that the property has received approval of a small farms overlay designation, or is larger than one acre in size.
- (36) Only in conjunction with an existing or proposed school.
- (37) Except racing of motorized vehicles.
- (38) Level 1 and Level 2 charging only.
- (39) Allowed only as an accessory use to a principal outright permitted use or permitted conditional use.
- (40) The term "rapid" is used interchangeably with "Level 3" and "fast charging."
- (41) Only "electric vehicle charging stations – restricted" as defined in Chapter [22A.020](#) MMC.
- (42) Rapid (Level 3) charging stations are required to be placed within a parking garage.
- (43) One single-family detached dwelling per existing single lot of record. Manufactured homes on single lots must meet the criteria outlined in subsection (11) of this section.
- (44) Used as a permanent residence in an established MHP or RV park; provided, that utility hookups in MHPs meet current standards for MHPs or RV parks.
- (45) MHPs shall fulfill the requirements of Chapter [22C.230](#) MMC.
- (46) Recreational vehicle parks are subject to the requirements and conditions of Chapter [22C.240](#) MMC.
- (47) Model house sales offices are subject to the requirements of MMC [22C.110.030](#)(12).
- (48) No person or entity may produce, grow, manufacture, process, accept donations for, give away, or sell marijuana concentrates, marijuana-infused products, or usable marijuana within residential zones in the city. Provided, activities in strict compliance with RCW [69.51A.210](#) and [69.51A.260](#) are not a violation of the Marysville Municipal Code.
- (49) Shipping/cargo and similar storage containers are prohibited on lots within a platted subdivision and properties under one acre in size. Shipping/cargo and similar storage containers may be located on properties over one acre in size if located behind the primary residence, observe all setbacks applicable to an accessory structure, and are screened from public view.



(50) Accessory structures may not be utilized as, or converted to, a dwelling unless the structure complies with the accessory dwelling unit standards outlined in MMC 22C.180.030.

Section 9. Section 22C.010.090, Densities and dimensions – Development conditions, of the Marysville Municipal Code is hereby amended to read as follows:

- (1) Maximum Density – Dwelling Unit/Acre.
  - (a) The maximum density for R-12, R-18, R-28, WR-R-4-8 and WR-R-6-18 zones may be achieved only through the application of residential density incentive provisions outlined in Chapter [22C.090](#) MMC.
  - (b) The maximum net density for the single-family zones is the same as the base density; provided, that for PRD developments the maximum density may be increased by up to 20 percent through the application of residential density incentive provisions outlined in Chapter [22C.090](#) MMC.
- (2) The minimum lot sizes for duplexes apply to lots or parcels which existed on or before the effective date of the ordinance codified in this chapter. All new duplex lots created through the subdivision or short subdivision process shall be a minimum of 12,500 square feet in size in the R4.5 zone, and 7,200 square feet in size in the R-6.5, R-8 and WR-R-4-8 zones. Additionally, all new duplex lots, must include a “duplex disclosure” on the plat map, and must comply with the density requirements of the comprehensive plan (six units per acre for the R-4.5 zone and eight units per acre for the R-6.5, R-8, and WR-R-4-8 zones).
- (3) These standards may be modified under the provisions for zero lot line and townhome developments.
- (4) Base Height.
  - (a) Height limits may be increased when portions of the structure which exceed the base height limit provide one additional foot of street and interior setback beyond the required setback for each foot above the base height limit; provided, that the maximum height may not exceed 60 feet.
  - (b) Multiple-family developments, located outside of Planning Area 1, abutting or adjacent to areas zoned as single-family, or areas identified in the comprehensive plan as single-family, may have no more floors than the adjacent single-family dwellings, when single-family is the predominant adjacent land use.
- (5) Applies to Each Individual Lot. Building coverage and impervious surface area standards for:
  - (a) Regional uses shall be established at the time of permit review; or
  - (b) Nonresidential uses in residential zones shall comply with MMC [22C.010.250](#).
- (6) Density – Dwelling Unit/Acre.
  - (a) The densities listed for the single-family zones (R-4.5, R-6.5, R-8) and single-family development in the Whiskey Ridge zones (WR-R-4-8, WR-R-6-18) are maximum net densities.
  - (b) Mobile home parks shall be allowed a maximum density of eight dwelling units per acre, unless located in the R-4.5 or R-6.5 zones, in which case they are limited to the density of the underlying zone.
- (7) The standards of the R-4.5 zone shall apply if a lot is less than 15,000 square feet in area.
- (8) On a case-by-case basis, the street setback may be reduced to 10 feet; provided, that at least 20 linear feet of driveway are provided between any garage, carport, or other fenced parking area and the street property line, or the lot takes access from an alley. The linear distance shall be measured in a straight line from the nearest point of the garage, carport or fenced area to the access point at the street property line. In the case of platted lots, no more than two consecutive lots may be reduced to 10 feet.
- (9) Residences shall have a setback of at least 50 feet from any property line if adjoining an agricultural zone either within or outside the city limits.
- (10) For townhomes or apartment developments, the setback shall be the greater of:
  - (a) Twenty feet along any property line abutting R-4.5 through R-8, and WR-R-4-8 zones; or
  - (b) The average setback of the R-4.5 through R-8 zoned and platted single-family detached dwelling units from the common property line separating said dwelling units from the

adjacent townhome or apartment development, provided the required setback applied to said development shall not exceed 60 feet. The setback shall be measured from said property line to the closest point of each single-family detached dwelling unit, excluding projections allowed per MMC [22C.010.210](#) and accessory structures existing at the time the townhome or apartment development receives approval by the city.

- (11) Townhome setbacks are reduced to zero on an interior side yard setback where the units have a common wall for zero lot line developments.
- (12) Townhome setbacks are reduced to five feet on side yard setbacks provided the buildings meet a 10-foot separation between structures.
- (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.
- (14) Provided that the front yard setback shall be established as the point at which the lot meets the minimum width requirements. On a case-by-case basis, the street setback may be reduced to the minimum of 20 feet; provided, that the portion of the structure closest to the street is part of the "living area," to avoid having the garage become the predominant feature on the lot.
- (15) Subject to MMC [22A.020.130](#), subsection (1)(a) of the definition of "lot lines."
- (16) Required landscaping setbacks for developments on the north side of Soper Hill Road are 25 feet from the edge of sidewalk.
- (17) Projects with split zoning (two or more distinct land use zones) may propose a master site plan to density average at the zone edge or modify the zone boundaries using topography, access, critical areas, or other site characteristics in order to provide a more effective transition between land uses and zones. Approval is at the discretion of the community development director.

Section 10. Section 22C.010.210, Setbacks – Projections allowed, of the Marysville Municipal Code is hereby amended to read as follows:

Projections may extend into required setbacks as follows:

- (1) Fireplace structures including eaves and factory-built garden or bay windows may project into any setback, provided such projections are:
  - (a) Limited to two per facade;
  - (b) Not wider than 10 feet; and
  - (c) Not more than 24 inches into a side setback or 30 inches into a front or rear setback;
- (2) Uncovered porches and decks, including stairs, which exceed 30 inches above the finished grade may project:
  - (a) Eighteen inches into side setbacks; and
  - (b) Five feet into the front or rear setback;
- (3) Uncovered porches and decks not exceeding 30 inches above the finished grade, and uncovered accessory structures such as mechanical equipment, play structures, and tennis courts, may project to the property line, provided that, with the exception of uncovered porches and decks, the front property line setback for the zone shall be observed;
- (4) Eaves may not project more than:
  - (a) Twenty-four inches into a side setback;
  - (b) Thirty-four inches into a front or rear setback; or
  - (c) Eighteen inches across a lot line in a zero lot line development;
- (5) Accessory structures such as flagpoles and lampposts shall be setback a minimum of five feet from all property lines, provided:
  - (a) They are not located within a utility or access easement, and;
  - (b) Flags are not displayed in a manner that would cause the flag to encroach onto a neighboring property.

Section 11. Section 22C.010.220, Height – Exceptions to limits, of the Marysville Municipal Code is hereby amended to read as follows:

The following structures may be erected above the height limits of MMC 22C.010.080:

(1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; ~~and~~

(2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, and utility line towers and poles; and

(3) Flagpoles may rise ten feet above the height limit, or five feet above the highest point of the roof, whichever is greater.

Section 12. Section 22C.020.060, Permitted uses, of the Marysville Municipal Code is hereby amended to read as follows:

Specific Land Use	NB	CB (63)	GC	DC	MU (63)	BP	LI	GI	REC	P/I
<b>Residential Land Uses</b>										
<b>Dwelling Units, Types:</b>										
Townhouse				P6	P					
Multiple-family	C4	P4, C5	P4, C5	P4, P6	P					
Mobile home	P7	P7	P7	P7	P7	P7	P7	P7		
Senior citizen assisted	P				C					P
Caretaker's quarters (3)	P	P	P	P	P	P	P	P	P	P
<b>Group Residences:</b>										
Adult family home	P	P	P	P	P	P70	P70	P70	P70	P
Convalescent, nursing, retirement	C	P	P	P	P					P
Residential care facility	P	P	P	P	P	P70	P70	P70	P70	P
Master planned senior community (10)					C					C
<b>Accessory Uses:</b>										
Home occupation (2)	P8	P8, P9	P8, P9	P8, P9	P8, P9	P9	P9	P9		
<b>Temporary Lodging:</b>										
Hotel/motel	P	P	P	P	P	P	P			

<b>Specific Land Use</b>	<b>NB</b>	<b>CB (63)</b>	<b>GC</b>	<b>DC</b>	<b>MU (63)</b>	<b>BP</b>	<b>LI</b>	<b>GI</b>	<b>REC</b>	<b>P/I</b>
Bed and breakfast guesthouse (1)										
Bed and breakfast inn (1)	P	P	P							
<b>Recreation/Cultural Land Uses</b>										
<b>Park/Recreation:</b>										
Park	P11	P	P	P	P	P	P	P	P11	P
Marina				P				P	C	P
Dock and boathouse, private, noncommercial				P				P	P16	P
Recreational vehicle park			C12				C12		C	P
Boat launch, commercial or public				P				P		P
Boat launch, noncommercial or private				P				P	P17	P
Community center	P	P	P	P	P	P	P	P	P	P
<b>Amusement/Entertainment:</b>										
Theater		P	P	P	P					
Theater, drive-in			C							
Amusement and recreation services		P18	P18	P18	P19	P	P	C		
Sports club	P	P	P	P	P	P	P	P		
Golf facility (13)		P	P			P	P	P	C	
Shooting range (14)			P15			P15	P15			
Outdoor performance center			C				C		C	C
Riding academy						P	P		C	
<b>Cultural:</b>										
Library, museum and art gallery	P	P	P	P	P	P	P	P	C	P

<b>Specific Land Use</b>	<b>NB</b>	<b>CB (63)</b>	<b>GC</b>	<b>DC</b>	<b>MU (63)</b>	<b>BP</b>	<b>LI</b>	<b>GI</b>	<b>REC</b>	<b>P/I</b>
Church, synagogue and temple	P	P	P	P	P	P	P	P		P
Dancing, music and art center		P	P	P	P				C	P
<b>General Services Land Uses</b>										
<b>Personal Services:</b>										
General personal service	P	P	P	P	P	P	P	P		
Dry cleaning plant		P					P	P		
Dry cleaning pick-up station and retail service	P	P	P	P	P25		P	P		
Funeral home/crematory		P	P	P	P26	P	P	P		
Cemetery, columbarium or mausoleum	P24	P24	P24 C20			P	P	P		
Day care I	P70	P70	P70	P70	P70	P70	P21, 70	P70	P70	P70
Day care II	P	P	P	P	P	P21	P21			
Veterinary clinic	P	P	P	P	P	P	P	P		
Automotive repair and service	P22	C, P28	P			P	P	P		
Electric vehicle (EV) charging station (64)	P	P	P	P	P	P	P	P	P	P
EV rapid charging station (65), (66)	P	P	P	P67	P67		P	P		
EV battery exchange station			P				P	P		
Miscellaneous repair		P	P				P	P		
Social services		P	P	P	P					P
Kennel, commercial and exhibitor/breeding (71)		P	P			C	P	P		

<b>Specific Land Use</b>	<b>NB</b>	<b>CB (63)</b>	<b>GC</b>	<b>DC</b>	<b>MU (63)</b>	<b>BP</b>	<b>LI</b>	<b>GI</b>	<b>REC</b>	<b>P/I</b>
Pet daycare (71), (72)		P	P	P	P	P	P	P		
Civic, social and fraternal association		P	P	P	C	P		P		P
Club (community, country, yacht, etc.)						P		P		P
<b>Health Services:</b>										
Medical/dental clinic	P	P	P	P	P					P
Hospital		P	P	P	C					C
Miscellaneous health	P68	P68	P68	P68	P68					P68
<b>Education Services:</b>										
Elementary, middle/junior high, and senior high (including public, private and parochial)		C	C	C	C		P	C		C
Commercial school	P	P		P	P27					C
School district support facility	C	P	P	P	P		P	P		P
Vocational school		P	P	P	P27					P
<b>Government/Business Service Land Uses</b>										
<b>Government Services:</b>										
Public agency office	P	P	P	P	P	P	P	P		P
Public utility yard			P				P			P
Public safety facilities, including police and fire	P29	P	P	P	P		P			P
Utility facility	P	P	P		C	P	P	P		P
Private storm water management facility	P	P	P	P	P	P	P	P		P
Public storm water management facility	P	P	P	P	P	P	P	P		P

Specific Land Use	NB	CB (63)	GC	DC	MU (63)	BP	LI	GI	REC	P/I
<b>Business Services:</b>										
Contractors' office and storage yard			P30	P30	P30		P	P		
Interim recycling facility		P23	P23				P			P
Taxi stands		P	P							
Trucking and courier service		P31	P31				P	P		
Warehousing and wholesale trade			P			P	P	P		
Mini-storage (36)			P			P	P	P		
Freight and cargo service			P			P	P	P		
Cold storage warehousing							P	P		
General business service and office	P	P	P	P	P30	P	P	P		
Commercial vehicle storage						P	P	P		
Professional office	P	P	P	P	P	P	P			
Miscellaneous equipment rental		P30, 37	C38		P30, 37		P	P		
Automotive rental and leasing			P				P			
Automotive parking	P	P	P	P	P	P	P	P		
Research, development and testing			P			P	P	P		
Heavy equipment and truck repair							P	P		
Automobile holding yard			C				P	P		
Commercial/industrial accessory uses (73)	P39, 40	P39	P39	P39, 40	P39, 40	P	P	P		
Adult facility								P33		
Factory-built commercial building (35)	P	P	P	P		P	P	P		
Wireless communication facility (32)	P, C	P, C	P, C	P, C	P, C	P, C	P, C	P, C		P, C

Specific Land Use	NB	CB (63)	GC	DC	MU (63)	BP	LI	GI	REC	P/I
<b>State-Licensed Marijuana Facilities:</b>										
Marijuana cooperative (69)										
Marijuana processing facility – Indoor only (69)										
Marijuana production facility – Indoor only (69)										
Marijuana retail facility (69)										
<b>Retail/Wholesale Land Uses</b>										
Building, hardware and garden materials	P47	P	P	P	P47		P	P		
Forest products sales		P	P				P			
Department and variety stores	P	P	P	P	P		P			
Food stores	P	P	P	P	P45		P			
Agricultural crop sales		P	P		C		P			
Storage/retail sales, livestock feed							P	P		
Motor vehicle and boat dealers		P	P				P	P		
Motorcycle dealers		C	P	P49			P	P		
Gasoline service stations	P	P	P	P			P	P		
Eating and drinking places	P41	P	P	P	P46	P	P	P		
Drug stores	P	P	P	P	P		P	P		
Liquor stores		P	P							
Used goods: antiques/secondhand shops		P	P	P	P					
Sporting goods and related stores		P	P	P	P					



Specific Land Use	NB	CB	GC	DC	MU	BP	LI	GI	REC	P/I
		(63)			(63)					
Book, stationery, video and art supply stores	P	P	P	P	P					
Jewelry stores		P	P	P	P					
Hobby, toy, game shops	P	P	P	P	P					
Photographic and electronic shops	P	P	P	P	P					
Fabric and craft shops	P	P	P	P	P					
Fuel dealers			P43			P43	P43	P43		
Florist shops	P	P	P	P	P					
Pet shops	P	P	P	P	P					
Tire stores		P	P	P			P	P		
Bulk retail		P	P				P			
Auction houses			P42				P			
Truck and heavy equipment dealers							P	P		
Mobile home and RV dealers			C				P	P		
Retail stores similar to those otherwise named on this list	P	P	P	P	P48	P44	P44	P44		
Automobile wrecking yards							C	P		
<b>Manufacturing Land Uses</b>										
Food and kindred products		P50, 52	P50				P50	P		
Winery/brewery		P53	P	P53	P53		P	P		
Textile mill products							P	P		
Apparel and other textile products			C				P	P		
Wood products, except furniture			P				P	P		

<b>Specific Land Use</b>	<b>NB</b>	<b>CB (63)</b>	<b>GC</b>	<b>DC</b>	<b>MU (63)</b>	<b>BP</b>	<b>LI</b>	<b>GI</b>	<b>REC</b>	<b>P/I</b>
Furniture and fixtures			P				P	P		
Paper and allied products							P	P		
Printing and publishing	P51	P51	P		P51	P	P	P		
Chemicals and allied products							C	C		
Petroleum refining and related industries							C	C		
Rubber and misc. plastics products							P	P		
Leather and leather goods							C	C		
Stone, clay, glass and concrete products							P	P		
Primary metal industries							C	P		
Fabricated metal products			C			P	P	P		
Industrial and commercial machinery							C	P		
Heavy machinery and equipment							C	P		
Computer and office equipment			C				P			
Electronic and other electric equipment			C				P			
Railroad equipment							C	P		
Miscellaneous light manufacturing				P54			P	P		
Motor vehicle and bicycle manufacturing							C	P		
Aircraft, ship and boat building							C	P		
Tire retreading							C	P		
Movie production/distribution			P				P			
<b>Resource Land Uses</b>										
<b>Agriculture:</b>										

<b>Specific Land Use</b>	<b>NB</b>	<b>CB (63)</b>	<b>GC</b>	<b>DC</b>	<b>MU (63)</b>	<b>BP</b>	<b>LI</b>	<b>GI</b>	<b>REC</b>	<b>P/I</b>
Growing and harvesting crops						P	P	P	P	
Raising livestock and small animals						P	P	P	P	
Greenhouse or nursery, wholesale and retail			P			P	P	P	C	
Farm product processing							P	P		
<b>Forestry:</b>										
Growing and harvesting forest products							P			
Forest research							P			
Wood waste recycling and storage							C	C		
<b>Fish and Wildlife Management:</b>										
Hatchery/fish preserve (55)						P	P	P	C	
Aquaculture (55)							P	P	C	
Wildlife shelters	C	C							P	
<b>Mineral:</b>										
Processing of minerals							P	P		
Asphalt paving mixtures and block							P	P		
<b>Regional Land Uses</b>										
Jail		C	C			C	C			
Regional storm water management facility		C	C	C		C	C	C		P
Public agency animal control facility			C				P	P		C
Public agency training facility		C56	C56		C56		C57			C57
Nonhydroelectric generation facility	C	C	C				C	C		C
Energy resource recovery facility							C			

Specific Land Use	NB	CB	GC	DC	MU	BP	LI	GI	REC	P/I
		(63)			(63)					
Soil recycling/incineration facility							C	C		
Solid waste recycling								C		C
Transfer station							C	C		C
Wastewater treatment facility						C	C	C		C
Transit bus base			C				P			C
Transit park and pool lot	P	P	P	P	P	P	P	P		P
Transit park and ride lot	P	P	P	P	P	P	P	P		C
School bus base	C	C	C				P			C58
Racetrack	C59	C59	C				P			
Fairground						P	P	P		C
Zoo/wildlife exhibit		C	C							C
Stadium/arena			C				C	P		C
College/university	C	P	P	P	P	P	P	P		C
Secure community transition facility								C60		
Opiate substitution treatment program facilities		P61, 62	P61, 62	P61, 62			P62	P62		

Section 13. Section 22C.020.070, Permitted uses – Development conditions, of the Marysville Municipal Code is hereby amended to read as follows:

- (1) Bed and breakfast guesthouses and inns are subject to the requirements and standards contained in Chapter [22C.210](#) MMC, Bed and Breakfasts.
- (2) Home occupations are subject to the requirements and standards contained in Chapter [22C.190](#) MMC, Home Occupations.
- (3) Limited to one dwelling unit for the purposes of providing on-site service and security of a commercial or industrial business. Caretaker's quarters are subject to the provisions set forth in Chapter [22C.110](#) MMC, entitled "Temporary Uses."
- (4) All units must be located above a street-level commercial use.
- (5) Twenty percent of the units, but no more than two total units, may be located on the street level of a commercial use, if conditional use permit approval is obtained and the units are designed exclusively for ADA accessibility. The street-level units shall be designed so that the units are not located on the street front and primary access is towards the rear of the building.

- (6) Permitted on the ground floor in the southwest sector of downtown vision plan area, as incorporated into the city of Marysville comprehensive plan.
- (7) Mobile homes are only allowed in existing mobile home parks established prior to October 16, 2006.
- (8) Home occupations are limited to home office uses in multifamily dwellings. No signage is permitted in townhouse or multifamily dwellings.
- (9) Permitted in a legal nonconforming or conforming residential structure.
- (10) Subject to Chapter [22C.220](#) MMC, Master Planned Senior Communities.
- (11) The following conditions and limitations shall apply, where appropriate:
- (a) Parks are permitted in residential and mixed use zones when reviewed as part of a subdivision or multiple-family development proposal; otherwise, a conditional use permit is required;
  - (b) Lighting for structures and fields shall be directed away from residential areas; and
  - (c) Structures or service yards shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.
- (12) Recreational vehicle parks are subject to the requirements and conditions of Chapter [22C.240](#) MMC.
- (13) Golf Facility.
- (a) Structures, driving ranges and lighted areas shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.
  - (b) Restaurants are permitted as an accessory use to a golf course.
- (14) Shooting Range.
- (a) Structures and ranges shall maintain a minimum distance of 50 feet from property lines adjoining residential zones;
  - (b) Ranges shall be designed to prevent stray or ricocheting projectiles or pellets from leaving the property; and
  - (c) Site plans shall include safety features of the range; provisions for reducing noise produced on the firing line; and elevations of the range showing target area, backdrops or butts.
- (15) Only in an enclosed building.
- (16) Dock and Boathouse, Private, Noncommercial.
- (a) The height of any covered over-water structure shall not exceed 20 feet as measured from the line of ordinary high water;
  - (b) The total roof area of covered, over-water structures shall not exceed 1,000 square feet;
  - (c) The entirety of such structures shall have not greater than 50 percent of the width of the lot at the natural shoreline upon which it is located;
  - (d) No over-water structure shall extend beyond the average length of all pre-existing over-water structures along the same shoreline and within 300 feet of the parcel on which proposed. Where no such pre-existing structures exist within 300 feet, the pier length shall not exceed 50 feet;
  - (e) Structures permitted hereunder shall not be used as a dwelling; and
  - (f) Covered structures are subject to a minimum setback of five feet from any side lot line or extension thereof. No setback from adjacent properties is required for any uncovered structure, and no setback from water is required for any structure permitted hereunder.
- (17) Boat Launch, Noncommercial or Private.
- (a) The city may regulate, among other factors, required launching depth, and length of docks and piers;
  - (b) Safety buoys shall be installed and maintained separating boating activities from other water-oriented recreation and uses where this is reasonably required for public safety, welfare and health; and
  - (c) All site improvements for boat launch facilities shall comply with all other requirements of the zone in which it is located.
- (18) Excluding racetrack operation.

- (19) Amusement and recreation services shall be a permitted use if they are located within an enclosed building, or a conditional use if located outside. In both instances they would be subject to the exclusion of a racetrack operation similar to other commercial zones.
- (20) Structures shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.
- (21) Permitted as an accessory use; see MMC [22A.020.020](#), the definition of "Accessory use, commercial/industrial."
- (22) Only as an accessory to a gasoline service station; see retail and wholesale permitted use table in MMC [22C.020.060](#).
- (23) All processing and storage of material shall be within enclosed buildings and excluding yard waste processing.
- (24) Limited to columbariums accessory to a church; provided, that existing required landscaping and parking are not reduced.
- (25) Drive-through service windows in excess of one lane are prohibited in Planning Area 1.
- (26) Limited to columbariums accessory to a church; provided, that existing required landscaping and parking are not reduced.
- (27) All instruction must be within an enclosed structure.
- (28) Car washes shall be permitted as an accessory use to a gasoline service station.
- (29) Public Safety Facilities, Including Police and Fire.
- (a) All buildings and structures shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
  - (b) Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of 35 feet from such street.
- (30) Outdoor storage of materials or vehicles must be accessory to the primary building area and located to the rear of buildings. Outdoor storage is subject to an approved landscape plan that provides for effective screening of storage, so that it is not visible from public right-of-way or neighboring properties.
- (31) Limited to self-service household moving truck or trailer rental accessory to a gasoline service station.
- (32) All WCFs and modifications to WCFs are subject to Chapter [22C.250](#) MMC including but not limited to the siting hierarchy, MMC [22C.250.060](#). WCFs may be a permitted use or a CUP may be required subject to MMC [22C.250.040](#).
- (33) Subject to the conditions and requirements listed in Chapter [22C.030](#) MMC.
- (34) Reserved.
- (35) A factory-built commercial building may be used for commercial purposes subject to the following requirements:
- (a) A factory-built commercial building must be inspected at least two times at the factory by the State Building and Electrical Inspector during the construction process, and must receive a state approval stamp certifying that it meets all requirements of the International Building and Electrical Codes. At the building site, the city building official will conduct foundation, plumbing and final inspections; and
  - (b) A factory-built commercial building cannot be attached to a metal frame allowing it to be mobile. All structures must be placed on a permanent, poured-in-place foundation. The foundation shall be structurally engineered to meet the requirements set forth in Chapter 16 of the International Building Code.
- (36) Mini-storage facilities are subject to the development standards outlined in Chapter [22C.170](#) MMC.
- (37) Except heavy equipment.
- (38) With outdoor storage and heavy equipment.
- (39) Incidental assembly shall be permitted; provided, it is limited to less than 20 percent of the square footage of the site excluding parking.
- (40) Light industrial uses may be permitted; provided, there is no outdoor storage of materials, products or vehicles.
- (41) Excluding drinking places such as taverns and bars and adult entertainment facilities.
- (42) Excluding vehicle and livestock auctions.
- (43) If the total storage capacity exceeds 6,000 gallons, a conditional use permit is required.

- (44) The retail sale of products manufactured on site shall be permitted; provided, that not more than 20 percent of the constructed floor area in any such development may be devoted to such retail use.
- (45) Limited to 5,000 square feet or less.
- (46) Eating and Drinking Places.
- (a) Limited to 4,000 square feet or less.
  - (b) Drive-through service windows in excess of one lane are prohibited in Planning Area 1.
  - (c) Taverns, bars, lounges, etc., are required to obtain a conditional use permit.
- (47) Limited to hardware and garden supply stores.
- (48) Limited to convenience retail, such as video, and personal and household items.
- (49) Provided there is no outdoor storage and/or display of any materials, products or vehicles.
- (50) Except slaughterhouses.
- (51) Limited to photocopying and printing services offered to the general public.
- (52) Limited to less than 10 employees.
- (53) In conjunction with an eating and drinking establishment.
- (54) Provided there is no outdoor storage and/or display of any materials, products or vehicles.
- (55) May be further subject to the provisions of city of Marysville shoreline management program.
- (56) Except weapons armories and outdoor shooting ranges.
- (57) Except outdoor shooting ranges.
- (58) Only in conjunction with an existing or proposed school.
- (59) Except racing of motorized vehicles.
- (60) Limited to land located along east side of 47th Avenue NE alignment, in the east half of the northeast quarter of Section 33, Township 30N, Range 5E, W.M., and in the northeast quarter of the southeast quarter of Section 33, Township 30N, Range 5E, W.M., and land located east side of SR 529, north of Steamboat Slough, south and west of Ebey Slough (a.k.a. TP No. 300533-002-004-00) and in the northwest and southwest quarters of Section 33, Township 30N, Range 5E, W.M., as identified in Exhibit A, attached to Ordinance No. 2452.
- (61) Opiate substitution treatment program facilities permitted within commercial zones are subject to Chapter [22G.070](#) MMC, Siting Process for Essential Public Facilities.
- (62) Opiate substitution treatment program facilities, as defined in MMC [22A.020.160](#), are subject to the standards set forth below:
- (a) Shall not be established within 300 feet of an existing school, public playground, public park, residential housing area, child-care facility, or actual place of regular worship established prior to the proposed treatment facility.
  - (b) Hours of operation shall be restricted to no earlier than 6:00 a.m. and no later than 7:00 p.m. daily.
  - (c) The owners and operators of the facility shall be required to take positive ongoing measures to preclude loitering in the vicinity of the facility.
- (63) Permitted uses include Whiskey Ridge zones.
- (64) Level 1 and Level 2 charging only.
- (65) The term "rapid" is used interchangeably with Level 3 and fast charging.
- (66) Rapid (Level 3) charging stations are required to comply with the design and landscaping standards outlined in MMC [22C.020.265](#).
- (67) Rapid (Level 3) charging stations are required to be placed within a parking garage.
- (68) Excepting "marijuana (cannabis) dispensaries," "marijuana (cannabis) collective gardens," and "marijuana cooperatives" as those terms are defined or described in this code and/or under state law; such facilities and/or uses are prohibited in all zoning districts of the city of Marysville.
- (69) No person or entity may produce, grow, manufacture, process, accept donations for, give away, or sell marijuana concentrates, marijuana-infused products, or usable marijuana within commercial, industrial, recreation, and public institution zones in the city. Provided, activities in strict compliance with RCW [69.51A.210](#) and [69.51A.260](#) are not a violation of the Marysville Municipal Code.
- (70) Permitted within existing legal nonconforming single-family residences.
- (71) Subject to the requirements set forth in MMC 10.04.460.\*

(72) Pet daycares are restricted to indoor facilities with limited, supervised access to an outdoor fenced yard. Overnight boarding may be permitted as a limited, incidental use. Both outdoor access and overnight boarding privileges may be revoked or modified if the facility is not able to comply with the noise standards set forth in WAC [173-60-040](#).\*

(73) Shipping/cargo and similar storage containers may be installed on commercial or industrial properties provided they are screened from public view pursuant to MMC 22C.120.160, Screening and impact abatement.

Section 14. Section 22C.020.190, Height – Exceptions to limits, of the Marysville Municipal Code is hereby amended to read as follows:

The following structures may be erected above the height limits of MMC [22C.020.080](#)(2):

- (1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; and
- (2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, flagpoles, and utility line towers and poles.

Section 15. Section 22C.130.030, Minimum required parking spaces, of MMC Chapter 22C.130, Parking and Loading, is hereby amended to read as follows:

(1) Purpose. The purpose of required parking spaces is to provide enough parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. As provided in subsection (2)(e) of this section, bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to specific land use categories. Provision of carpool parking, and locating it closest to the building entrance, will encourage carpool use.

(2) Minimum Number of Parking Spaces Required.

(a) The minimum number of parking spaces for all zones and use categories is stated in Table 1.

(b) If the parking formula used to determine parking requirements results in a fractional number greater than or equal to one-half, the proponent shall provide parking equal to the next highest whole number.

(c) Changes in Occupancy. Whenever the occupancy classification of a building is changed, the minimum standards for off-street parking for the new occupancy classification shall be applicable; provided, that if the existing occupancy had established a legal nonconforming status with respect to off-street parking requirements, no additional off-street parking shall be required for the new occupancy unless said new occupancy is in a classification requiring more parking than that which would have been required for the existing occupancy if it had been subject to the provisions of this chapter. If strict application of this section is not feasible due to existing site conditions such as building or parcel size, shape or layout, a variance may be granted by the community development director.

(d) Joint Use Parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the community development department as part of a building or land use permit application, and approved by the community development director:

(i) The names and addresses of the uses and of the owners or tenants that are sharing the parking;

(ii) The location and number of parking spaces that are being shared;

(iii) An analysis showing that the peak parking times for the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and



- (iv) A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 500 feet of such parking facilities.

(e) Bicycle parking may substitute for up to 10 percent of required parking. For every five nonrequired bicycle parking spaces that meet the bicycle parking standards in MMC [22C.130.060](#), the motor vehicle parking requirement is reduced by one space.

Existing parking may be converted to take advantage of this provision.

(f) The off-street parking and loading requirements of this chapter do not apply retroactively to established uses; however:

- (i) The site to which a building is relocated must provide the required spaces; and
- (ii) A person increasing the floor area, or other measure of off-street parking and loading requirements, by addition or alteration, must provide spaces as required for the increase, unless the requirement under this subsection is five spaces or fewer.

(g) Reduction of Required Spaces When Effective Alternatives to Automobile Access Are Proposed. Upon demonstration to the hearing examiner that effective alternatives to automobile access are proposed to be implemented, the examiner may reduce by not more than 40 percent the parking requirements otherwise prescribed for any use or combination of uses on the same or adjoining sites, to an extent commensurate with the permanence, effectiveness, and demonstrated reduction in off-street parking demand achieved by such alternative programs. Alternative programs which may be considered by the examiner under this provision include, but are not limited to, the following:

- (i) Private vanpool operation;
- (ii) Transit/vanpool fare subsidy;
- (iii) Imposition of a charge for parking;
- (iv) Provision of subscription bus services;
- (v) Flexible work-hour schedule;
- (vi) Capital improvement for transit services;
- (vii) Preferential parking for carpools/vanpools;
- (viii) Participation in the ride-matching program;
- (ix) Reduction of parking fees for carpools and vanpools;
- (x) Establishment of a transportation coordinator position to implement carpool, vanpool, and transit programs; or
- (xi) Bicycle parking facilities.

(h) Reduction of Required Spaces in Downtown Vision Plan Area. Commercial uses within the downtown core, southwest sector, southeast sector, and waterfront sector may reduce the number of required off-street parking spaces in accordance with this section, upon demonstration to the community development department that the proposed use is in conformance with the downtown master plan guidelines as set forth in the comprehensive plan. Expansion of existing commercial buildings and uses is required to demonstrate conformance with the city's design standards and guidelines or to incorporate reasonable measures to meet the intent of the guidelines for existing uses. For commercial uses requiring less than 10 spaces, the parking requirements may be waived by the director. For required parking in excess of 10 spaces, the applicant must demonstrate that adequate on-street parking facilities exist within 400 feet of the proposed use in order to qualify for a reduction. Parking may be reduced by up to 50 percent if consistent with the downtown master plan guidelines. In approving a reduction to required off-street parking, the department may require improvement of existing right-of-way to meet the intent of this code and the downtown master plan in providing improved parking, walkways and access to the business.

(i) Uses Not Mentioned. In the case of a use not specifically mentioned in Table 1: Minimum Required Parking Spaces, the requirements for off-street parking shall be determined by the community development director. If there are comparable uses, the community development director's determination shall be based on the requirements for the most comparable use(s). Where, in the judgment of the community development

director, none of the uses in Table 1: Minimum Required Parking Spaces are comparable, the community development director may base his or her determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.

(3) Carpool Parking. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

(a) Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 a.m. on weekdays. More spaces may be reserved, but they are not required.

(b) The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

(c) Signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.

**Table 1: Minimum Required Parking Spaces**

LAND USE	MINIMUM REQUIRED SPACES
<b>RESIDENTIAL USES</b>	
Single-family dwellings, duplexes, townhouses, and mobile homes	2 per dwelling <u>unit for residents plus one additional guest parking space per dwelling unit</u> ; provided: 1. <del>One guest parking space is required per unit, where</del> <u>An enclosed private garage is may be</u> utilized to meet the required parking <u>for residents</u> . Driveways can be counted as <u>resident or a-guest parking spaces</u> , provided said driveway complies with the bulk and dimensional requirements outlined in Table 2; and 2. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 2 required parking spaces <u>per dwelling for the residents in a development</u> ; however, tandem parking can be counted as a guest parking space, <del>when required</del>
Accessory dwelling units	1 space per dwelling unit
Multiple-family dwellings, one bedroom per unit	1.5 per dwelling unit. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 2 required parking spaces in a multifamily development; however, tandem parking can be counted as a guest parking space, when required
Multiple-family dwellings, two or more bedrooms	1.75 per dwelling unit. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 2 required parking spaces in a multifamily development; however, tandem parking can be counted as a guest parking space, when required
Retirement housing and apartments	1 per dwelling
Mobile home parks	2 per unit, plus guest parking at 1 per 4 lots
Rooming houses, similar uses	1 per dwelling
Bed and breakfast accommodations	1 space for each room for rent, plus 2 spaces for the principal residential use
<b>RECREATIONAL/CULTURAL USES</b>	
Movie theaters	1 per 4 seats

**Table 1: Minimum Required Parking Spaces**

<b>LAND USE</b>	<b>MINIMUM REQUIRED SPACES</b>
Stadiums, sports arenas and similar open assemblies	1 per 8 seats or 1 per 100 SF of assembly space without fixed seats
Dance halls and places of assembly w/o fixed seats	1 per 75 SF of gross floor area
Bowling alleys	5 per lane
Skating rinks	1 per 75 SF of gross floor area
Tennis courts, racquet clubs, handball courts and other similar commercial recreation	1 space per 40 SF of gross floor area used for assembly, plus 2 per court
Swimming pools (indoor and outdoor)	1 per 10 swimmers, based on pool capacity as defined by the Washington State Department of Health
Golf courses	4 spaces for each green, plus 50% of spaces otherwise required for any accessory uses (e.g., bars, restaurants)
Gymnasiums, health clubs	1 space per each 200 SF of gross floor area
Churches, auditoriums and similar enclosed places of assembly	1 per 4 seats or 60 lineal inches of pew or 40 SF gross floor area used for assembly
Art galleries and museums	1 per 250 SF of gross floor area
<b>COMMERCIAL/OFFICE USES</b>	
Banks, business and professional offices (other than medical and dental) with on-site customer service	1 per 400 SF gross floor area
Retail stores and personal service shops unless otherwise provided herein	If < 5,000 SF floor area, 1 per 600 SF gross floor area; if > 5,000 SF floor area, 8 plus 1 per each 300 SF gross floor area over 5,000 SF
Grocery stores	1 space per 200 SF of customer service area
Barber and beauty shops	1 space per 200 SF
Motor vehicle sales and service	2 per service bay plus 1 per 1,000 SF of outdoor display
Motor vehicle or machinery repair, without sales	2 plus 2 per service bay
Mobile home and recreational vehicle sales	1 per 3,000 SF of outdoor display area
Motels and hotels	1 per unit or room
Restaurants, taverns, bars with on-premises consumption	If < 4,000 SF, 1 per 200 SF gross floor area; if > 4,000 SF, 20 plus 1 per 100 SF gross floor area over 4,000 SF
Drive-in restaurants and similar establishments, primarily for auto-borne customers	1 per 75 SF of gross floor area. Stacking spaces shall be provided in accordance with Chapter <a href="#">22C.140</a> MMC, Drive-Through Facilities
Shopping centers	If < 15,000 SF, 1 per 200 SF of gross floor area; if > 15,000 SF, 1 per 250 SF of gross floor area

**Table 1: Minimum Required Parking Spaces**

<b>LAND USE</b>	<b>MINIMUM REQUIRED SPACES</b>
Day care centers	1 space per staff member and 1 space per 10 clients. A paved unobstructed pick-up area shall be set aside for dropping off and picking up children in a safe manner that will not cause the children to cross the parking area or lines of traffic
Funeral parlors, mortuaries or cemeteries	1 per 4 seats or 8 feet of bench or pew or 1 per 40 SF of assembly room used for services if no fixed seating is provided
Gasoline/service stations w/grocery	1 per employee plus 1 per 200 SF gross floor area
Adult facilities as defined by MMC <a href="#">22A.020.020</a>	1 per 75 SF of gross floor area or, in the case of an adult drive-in theater, 1 per viewing space
<b>HEALTH SERVICES USES</b>	
Nursing homes, convalescent homes for aged	1 per 5 beds plus 1 space per employee and medical staff
Medical and dental clinics	1 per 200 SF gross floor area
Hospitals	1 per 2 beds, excluding bassinets
<b>EDUCATIONAL USES</b>	
Elementary, junior high schools (public and private)	5 plus 1 per each employee and faculty member
Senior high schools (public and private)	1 per each 10 students plus 1 per each employee or faculty member
Commercial/vocational schools	1 per each employee plus 1 per each 2 students
<b>PUBLIC/GOVERNMENT USES</b>	
Public utility and governmental buildings	1 per 400 SF of gross floor area
Libraries	1 per 250 SF of gross floor area
<b>MANUFACTURING/WAREHOUSE USES</b>	
Manufacturing and industrial uses of all types, except a building used exclusively for warehouse purposes	One per 500 SF of gross floor area plus 1 per each 2 employees on maximum working shift
Warehouses, storage and wholesale businesses	1 per each 2 employees on maximum working shift
Mini self-storage	1 per each 50 storage cubicles equally distributed and proximate to storage buildings. In addition, 1 space for each 50 storage cubicles to be located at the project office

Section 16. Section 22C.160.080, Exemptions, of the Marysville Municipal Code is hereby amended to read as follows:

The following signs are exempted from obtaining a sign permit, but must comply with all other requirements of this chapter and with the specific requirements set forth below for each type of sign:

- (1) A change in the face of the sign or advertising copy of an existing, legally permitted, sign.
- (2) Temporary and special event signs meeting the requirements of MMC [22C.160.230](#).
- (3) On-premises and portable commercial or real estate signs meeting the requirements of MMC [22C.160.230](#)(5) and (6).
- (4) Political signs meeting the requirements of MMC [22C.160.230](#)(7).
- (5) Nonelectric signs not exceeding four square feet per face, which are limited in content to the name of occupant and address of the premises in a residential zone.
- (6) Instructional signs, not exceeding six square feet per sign; provided, that foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.
- (7) Menu signs. Foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.
- (8) Seasonal decorations. Reasonable seasonal decorations within an appropriate holiday season or during a festival are exempt from this section as long as such displays are removed promptly at the end of the holiday season or festival.
- (9) Sculptures, fountains, benches, lighting, mosaics, murals, landscaping and other street furniture and design features, which do not incorporate advertising or identification.
- (10) Signs not visible from public way. Exterior and interior signs or displays not intended to be visible from streets or public ways, signs in the interior of a building more than three feet from the closest window and not facing a window, window displays and point of purchase advertising displays such as vending machines.
- ~~(11) The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization, subject to the guidelines concerning their use set forth by the government or organization which they represent. Flag poles require a construction permit for structural review.~~
- ~~(11)2~~ Traffic or other municipal signs, signs required by law or emergency services, railroad crossing signs, legal notices, and any temporary signs specifically authorized by the city council or authorized under policies and procedures adopted by the city council.
- ~~(12)3~~ Signs of public utility companies indicating danger or which serve as an aid to public safety or which show the location of underground facilities or of public telephones.
- ~~(13)4~~ Memorial signs or tablets, names of buildings, stained glass windows and dates of erection when cut into the surface of the facade of the building or when projecting not more than two inches.
- ~~(14)5~~ Incidental signs, including, but not limited to, "no trespassing," "no dumping," "no parking," "private," signs identifying essential public needs (i.e., restrooms, entrance, exit, telephone, etc.) and other information warning signs, which shall not exceed three square feet in surface area.
- ~~(15)6~~ Flush-mounted wall signs which are used to identify the name and address of the occupant for each dwelling, provided the sign does not exceed two square feet in sign area.
- ~~(16)7~~ Gateway entrance signs. Gateway entrance signs that comply with the city of Marysville gateway master plan. Foundation, anchorage, attachments and other structure support of the sign and electrical connection require construction permits.

Section 17. Section 22G.080.100, Open spaces, of the Marysville Municipal Code is hereby amended to read as follows:

- (1) A minimum of 15 percent of the net project area shall be established as open space. Critical areas and buffers may be used to satisfy a maximum of 65 percent of the required open space. Parking areas, driveways, access streets and required yards are not considered to be open space for purposes of this section. ~~Critical areas and buffers may be used to satisfy up to 10 percent of~~

~~this requirement.~~ Fencing and/or landscaping shall separate, while maintaining visual observability of, recreation areas from public streets, parking areas and driveways.

(2) Open space and recreational facilities shall be owned, operated and maintained in common by the PRD property owners; provided, that by agreement with the city council, open space may be dedicated in fee to the public.

(3) The open space requirement may be reduced if substantial and appropriate recreational facilities (such as recreational buildings, swimming pools or tennis courts) are provided. If an open space reduction is proposed, detailed plans showing the proposed recreational facilities must be submitted with the preliminary site plan.

(4) Open space excluding critical areas and buffers shall:

- (a) Be of a grade and surface suitable for recreation;
- (b) Be on the site of the proposed development;
- (c) Be one continuous parcel if less than 3,000 square feet in size, not to be located in the front yard setback;
- (d) Have no dimensions less than 30 feet (except trail segments);
- (e) Be situated and designed to be observable by the public; and
- (f) Be accessible and convenient to all residents within the development.

Section 18. Section 22A.010.160, Amendments, of the Marysville Municipal Code is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City’s Unified Development Code:

**“22A.010.160 Amendments.**

The following amendments have been made to the UDC subsequent to its adoption:

<u>Ordinance</u>	<u>Title (description)</u>	<u>Effective Date</u>
_____	2016 Code Clean-Up Amendments	_____, 2017”

Section 19. Severability. If any section, subsection, sentence, clause, phrase, or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this ordinance.

Section 20. Effective Date. This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

CITY OF MARYSVILLE

By: \_\_\_\_\_  
JON NEHRING, MAYOR

Attest:

By: \_\_\_\_\_  
APRIL O’BRIEN, DEPUTY CITY CLERK

Approved as to form:

By: \_\_\_\_\_  
JON WALKER, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_  
(5 days after publication)

**From:** roumx@comcast.net  
**Sent:** Monday, February 27, 2017 9:59 AM  
**To:** Angela Gemmer  
**Subject:** Fwd: Please review before scheduling a meeting.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I sent this from a different email. I forwarded this email to roumx in order to keep accurate records. The email was from me to Mr. Koenig. I think it is the last one.

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**From:** epkservices@comcast.net  
**To:** roumx@comcast.net  
**Sent:** Friday, October 28, 2016 7:12:33 AM  
**Subject:** Fwd: Please review before scheduling a meeting.

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**From:** epkservices@comcast.net  
**To:** dkoenig@marysvillewa.gov  
**Sent:** Tuesday, August 30, 2016 12:32:37 PM  
**Subject:** Please review before scheduling a meeting.

City of Marysville Community Development  
 To: David Koenig

I was unable to locate a definition of a flagpole or flag pole in the definitions for Chapter 22, except that 2a.020.020 indicates that Flag poles are an accessory structure. Based on 22c.160.080 and 22a.020.200 one would conclude that a flagpole is a part of a flag sign.

Simple Definition of flagpole

A tall pole from which a flag hangs: a pole used to display a flag

Full definition of flagpole

A pole on which to raise a flag.

Source: Merriam-Webster's Learner's Dictionary

If a search for "flagpole" or "flag pole" is listed in the search area of the municipal code, the search results show flagpole under F. I was not able to find a definition of flagpole in the F list, but there is a definition of Freestanding Sign at the end of the F section. "Freestanding sign" means a sign on a frame, pole, or other support structure that is not attached to any building. If a flag is a sign, a flagpole with a flag would appear to be a Freestanding sign, a pole sign or a pylon sign. 22c.160.080 indicates that a flag is a sign and a sign includes the sign structure (22a.020.200).

22a.020.200 and 22c.160.080 are contradictory. One states that a flag is not a sign and one states that a flag is a sign.



The following material would be helpful to have available at the meeting when responding to my questions.

Definitions

Sign

Freestanding sign

Pole sign

Pylon sign

Flag Pole

Flag

Accessory structure

Exempt sign

Non exempt sign

Internal property line

I was unable to locate definitions for several of these items in the definitions sections. Most are defined in sections of 22a and c.

Sections

22a.020.200 Sign

22c.160.080

22c.160.150 numbers 1, 4, and 6.

22.160.070 number 9

22a.020.020 Accessory structure

22c.160.170

22c.160.230

22a.020.070 Pole sign and pylon sign.

Sincerely yours,

Evan Kaiser 425-309-7028



**From:** roumx@comcast.net  
**Sent:** Monday, February 27, 2017 9:30 AM  
**To:** Angela Gemmer  
**Subject:** Fwd: Flagpole

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

additional emails

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**From:** "David Koenig" <dkenig@marysvillewa.gov>  
**To:** roumx@comcast.net  
**Sent:** Monday, October 17, 2016 9:06:17 AM  
**Subject:** RE: Flagpole

Last week a code enforcement officer went out to talk to the owner of the flag pole you complained about. When they arrived the pole was reduced in size to 4 to 5 feet, they estimate, and there was no flag being flown or set up for a flag. Based on this observation the pole is not being used as a flag pole and is reduced in height. I am having them look at it again.

The observation last week showed no violation of the code.

Dave Koenig

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**From:** roumx@comcast.net [mailto:roumx@comcast.net]  
**Sent:** Tuesday, October 11, 2016 7:59 AM  
**To:** David Koenig <dkenig@marysvillewa.gov>  
**Subject:** Flagpole

City of Marysville Washington  
To: Community Development Director  
David Koenig

After talking with you on 10-7-2016, I filed a complaint about the flagpole. Is this complaint handled by you personally or Code Enforcement or some other department or individual? Have you determined that a construction permit for structural review was or was not issued to 2914 73<sup>rd</sup> Ave NE? You indicated that there are many complaints that need to be processed and which typically take 2 to 3 weeks to complete. This complaint was accepted by you on 9-7-2016, and I understand that some things take longer than typical estimates. Can you estimate when the city might determine whether this flagpole violates several MMC codes and when the violators of these regulations will be notified? If a violation is determined, how soon will the city request abatement? I would like to be notified by email, as each step in this process is completed. I understand that the enforcement of the codes can be contested by violators of the codes.

After reviewing many sections of the MMC, I am not clear about the notification process for suspected violations.

Can the city be notified verbally that a citizen suspects a violation of the MMC?

If verbally notified, must the proper department investigate the suspected violation?

Must a citizen complaint be filed in order for the city to investigate a possible violation of the MMC?

The MMC comments place the responsibility of correcting violations on the directors of any department of the city, or such other head of a department that is authorized to utilize the provisions of this title to enforce violations of the MMC, and shall include any duly authorized representative of such director. Once the city is notified of a possible violation (verbally or by a citizen complaint form) is there any regulation that addresses how soon an investigation and corrective action should be taken by the city?

Based on further research, I have concluded that if this flagpole violates any land use or zoning regulation listed under chapter 22, or chapter 16, then this flagpole should also be considered to be a public nuisance. This last sentence is based on MMC 4.02.020 (7) (c). If this flagpole lacks a construction permit for structural review or violates the side yard set back, or any other section of MMC 22 or MMC16 would this flagpole be a public nuisance?

Thank you,

Evan Kaiser

**From:** roumx@comcast.net  
**Sent:** Monday, February 27, 2017 9:32 AM  
**To:** Angela Gemmer  
**Subject:** Fwd: MMC

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

additional emails

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**From:** "David Koenig" <dkoenig@marysvillewa.gov>  
**To:** roumx@comcast.net  
**Cc:** "Chris Holland" <CHolland@marysvillewa.gov>, "Deryck McLeod" <deryck.mcleod@marysvillewa.gov>, "Elizabeth Chamberlin" <echamberlin@marysvillewa.gov>  
**Sent:** Monday, October 17, 2016 11:32:56 AM  
**Subject:** RE: MMC

I am answering your email on behalf of the Department. The answers are below highlighted in yellow.

**Dave Koenig** | Community Development Director

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

360-363-8100 Office  
360-363-8211 Direct Line  
360-651-5099 Fax

[dkoenig@marysvillewa.gov](mailto:dkoenig@marysvillewa.gov)  
<http://marysvillewa.gov>

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**From:** [roumx@comcast.net](mailto:roumx@comcast.net) [mailto:roumx@comcast.net]  
**Sent:** Tuesday, October 11, 2016 8:04 AM  
**To:** Deryck McLeod <[deryck.mcleod@marysvillewa.gov](mailto:deryck.mcleod@marysvillewa.gov)>  
**Subject:** MMC

City of Marysville Washington  
To: Code Enforcement  
Code Enforcement Officer Deryck McLeod

On 10-7-2016, I indicated to you that I had some questions about some of the statements in the MMC.

The following comments pertain to Chapter 4 of the MMC. I try to logically interpret these sections as they are written. I have been told that the city can determine their own regulations, which may contradict the state's regulations. I would like clarification of the following sections, which I believe are either in error or which may result in unintended interpretations. I am not attempting to nitpick your regulations. I am not asking for a legal interpretation. I want to know how your department would interpret these sections of the MMC. If you are not able to respond to these matters, please forward this email to the proper department or individual that can respond. Upon receipt of this email, please

email me an estimate of when I might expect a response to these items. I would like the responses to be by email.

#### 4.02.020 Definitions.

(7) "Public nuisance" means the following:

(a) A nuisance or public nuisance as defined in state statute or city ordinance, including but not limited to Chapter 7.48 RCW and Chapters 6.24, 6.25 and 7.04 MMC;

(b) A nuisance at common law, either public or private;

(c) A violation of the city's land use, zoning, and environmental regulations (MMC Title 22), construction code regulations (MMC Title 16),

(a) Is there a section 7.04 of the MMC?

The municipal code on line is the code. Where the numbering system skips around means there is no code section like 7.04 does not exist. I do not know the full history, but sections of the code at times are repealed or the original numbering system leaves areas where code can be added.

Title 7 begins with 7.05

HEALTH AND SANITATION<sup>1</sup>

Chapters:

7.05 Camping

(b) "Public nuisance" means the following: A nuisance at common law, either public or private.

This sentence would classify a private nuisance at common law as a public nuisance. Is a private nuisance at common law a public nuisance? Is there a definition of a nuisance at common law in the MMC? If not, please provide the definition of this term used by your department.

Public Nuisance is defined in code @ MMC 4.02.020

#### 4.02.030 Citizen complaints.

(1) Written Complaint/Notice to Owner. The second sentence in this section states:

*"The citizen complaint process shall not apply to actions for which there are administrative and/or judicial appeals provided for in this title or other titles, chapters or sections of the MMC."*

Based on this sentence, I would conclude that: The Citizen complaint process (shall not apply) is not applicable or allowed to actions for which there are administrative and/or judicial appeals provided for in this title (which is Chapter 4.02) or other titles, chapters or sections of the MMC.

I often have to review the meaning of words. Based on my research, the word "action" has many meanings, but the following definitions appear to be applicable to this sentence.

1. the initiating of a proceeding in a court of justice by which one demands or enforces one's right; *also* : the proceeding itself
1. the bringing about of an alteration by force or through a natural agency

Perhaps I am confused, but section (4) indicates that the hearing examiner's decision can be appealed to the Snohomish County Superior Court. If an administrative and/or judicial appeal is possible, the second sentence in section (1) states that the citizen complaint process shall not apply. If the citizen complaint process shall not apply, why file a citizen complaint? Please clarify this matter.

When we make decisions about land use applications or other permits there is an appeal procedure for these actions separate from code enforcement. The Code Enforcement process is not the process to review the decisions or actions related to permits which are consistent with the MMC. One example is if a building permit is issued and is built to code. This is not an action which is a code enforcement action, if someone complains about the project. But if someone does not build a project in a timely manner and it is left open not completed this type of project could be a code enforcement action.

The last sentence in this part of Section (1) states that: *A copy of the complaint shall be promptly mailed to the property owner of the subject property via first class and certified (return receipt requested) mail.* Does the city mail this copy?

We have door hangers and visit directly before we sent out a certified letter. When we do mail certified letters as necessary to get compliance.

The following appears on your website under Code Enforcement Description.

#### Code Enforcement

*The city's code enforcement officer enforces the chapters of the Marysville Municipal Code that address public health and safety issues. The Code Enforcement officer investigates allegations that arise from citizen complaints and works with homeowners to remedy these conditions*

The first sentence clearly states that the code enforcement officer enforces the chapters of the MMC that address public health and safety issues. To me this indicates that the code enforcement officer enforces only the chapters of the MMC that address public health and safety issues. Is my statement correct? If so, who enforces all of the other chapters of the MMC?

Code enforcement is involved with a variety of complaints and if not code enforcement then others get involved or a team action. An example is operating a business without a license. This is an issue that Planning staff and code enforcement would get involved with enforcing. Complaints about Native Growth Protection Areas would get Planning involved. Police are involved with complaints of vehicles in the right of way which are abandoned etc.

The second sentence indicates that the Code Enforcement officer investigates allegations that arise from citizen complaints and works with homeowners to remedy these conditions. I believe that this sentence states that any citizen complaint will be investigated by the Code Enforcement officer. Is my belief correct? How does the Code Enforcement officer work with homeowners to remedy these conditions? If the code enforcement officer enforces only those that address public and safety issues what process does the code enforcement officer use to remedy these conditions?

Code enforcement responds to complaints to see if the issues are a code violation. One recent one we had a complaint about someone building in a stream corridor and when the code enforcement officer went to review this it turned out someone was building a small shed which was not a violation. We do review all complaints which are submitted to us.

Title 7 pertains to Health and Sanitation, but I am unable to locate a title that pertains to safety issues. Is there a title or chapter of the MMC that pertains to safety issues?

"Public Health, Safety, and General Welfare are legal terms used for review of land use applications like subdivisions, etc. The safety is to make sure the projects are built to standards which are designed to be safe. This would include building permits, subdivisions of land with retaining walls, etc. The safety considerations are within the code themselves like the building code or critical areas rules.

Must a citizen complaint form be filed in order for the code enforcement officer to investigate any allegation of the violation of any MMC?

We recommend that citizens fill out complaint forms either on line or on available forms

Thank you,  
Evan Kaiser



**From:** roumx@comcast.net  
**Sent:** Monday, February 27, 2017 9:33 AM  
**To:** Angela Gemmer  
**Subject:** Fwd: 2914 73rd Ave NE  
**Attachments:** 001.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

additional emails

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**From:** "David Koenig" <dkoenig@marysvillewa.gov>  
**To:** roumx@comcast.net  
**Sent:** Monday, October 17, 2016 6:07:03 PM  
**Subject:** Fw: 2914 73rd Ave NE

Evan

The attached picture is from today. No change from last week.

Dave Koenig

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**From:** Deryck McLeod  
**Sent:** Monday, October 17, 2016 2:17:29 PM  
**To:** David Koenig  
**Cc:** Chris Holland  
**Subject:** 2914 73rd Ave NE

Taken today...

Deryck

**From:** roumx@comcast.net  
**Sent:** Monday, February 27, 2017 9:26 AM  
**To:** Angela Gemmer  
**Subject:** Fwd: Several

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To: Angela Gemmer

I will have to forward each of the emails to you. All of the emails pertain to the letter that I gave to Gloria Hirashima on 11-8-2016 and her response to this letter dated 11-18-2016. She should have a copy of all of the emails that I gave to her at our meeting on 11-8-2016. I believe that the emails that I am sending to you are the ones that I gave to her. This email is just the first, which includes my email and Mr. Koenig's response.

Evan Kaiser

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**From:** "David Koenig" <dkoenig@marysvillewa.gov>  
**To:** roumx@comcast.net  
**Sent:** Friday, November 4, 2016 4:13:25 PM  
**Subject:** RE: Several

Evan

An enforcement letter has been sent to James and Christine Henkelman @ 2914 73RD AVE NE on the flag pole this week. We asked that they contact us to get a permit for their flag pole. Regarding visits, we visited the site on October 17 and I sent the picture to you on that date. We also visited the site the previous week. Both of those visits the flag pole was lowered and had no flags on it. I communicated to you that the lowered pole was not a code violation. We visited the site before these two visits and I communicated this to you verbally. My email to you on Oct 17 answered the questions you sent in my mind.

We have never had a complaint about a flag pole. I spent some time reviewing the code and asking staff what was the intent of the code when written. We have a big workload and get to items as we can balancing various work items.

Regarding the noise from the pole. Have you talked to your neighbor about this? This would be the quickest way to solve your noise issue. We encourage people to work out issues with their neighbors like noise from a flag pole.

Dave Koenig

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**From:** roumx@comcast.net [mailto:roumx@comcast.net]  
**Sent:** Friday, October 28, 2016 8:39 AM  
**To:** David Koenig <dkoenig@marysvillewa.gov>  
**Subject:** Several

City of Marysville Community Development Department  
To: David Koenig

10-28-2016

RE: Flagpole at 2914 73 Ave NE

On 9-7-2016 we met and discussed that the location of this flag pole might violate the set back requirement for accessory structures. You indicated at that time that if the set back requirement was violated that this flagpole would be removed from the present location. You indicated that I need not file a complaint and that you would handle this matter. Since then I filed a complaint and indicated that several more MMCs are violated by the presence of this flagpole. You indicated that complaints are generally handled in 2 to 3 weeks. As of Wednesday 10-28-2016 seven weeks have passed since our meeting.

I indicated that I would like to be advised of the progress of the processing of this complaint. On 10-7-2016 you indicated that a photograph of this flagpole had been taken. On 10-17-2016 you indicated that other inspections of this flagpole had been completed. Please supply me with the dates of all of the inspections that were completed.

Verifying whether a construction permit was issued to this property for a flagpole would have required very little time or effort. Was a construction permit for this flagpole issued prior to 9-7-2016? This flagpole was installed in 2016.

On 10-17-2016 at 9:06AM you responded to my email dated 10-11-2016. Please review my email and please answer the questions that you did not respond to.

I believe that the location of this flagpole and the fact that this flagpole was installed without a construction permit violate several MMCs. Do you intend to keep me informed as to the progress of my complaint and do you intend to enforce any violations of the MMCs? Based on your inspections, what have you concluded and what steps have you taken towards resolving these violations?

Due to the lack of any effective response from you and the noise nuisance that this flapping flag produces, my wife felt compelled to file another complaint. Please treat my complaint and her complaint as two separate complaints and do not notify me about the progress of her complaint. Please supply me with the case number assigned to my complaint.

Please notify me by email that you have received this email and when I might expect a response to this email.

Thank you,

Evan Kaiser



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

## MEMORANDUM

**DATE:** January 5, 2017

**TO:** Planning Commission

**FROM:** Angela Gemmer, Senior Planner

**RE:** 2016-17 Code Amendments: DRAFT Amendment 7 – flags and flagpoles

**CC:** Dave Koenig, Community Development Director  
 Chris Holland, Planning Manager  
 Cheryl Dungan, Senior Planner  
 Amy Hess, Associate Planner

The following are proposed amendments pertaining to flags and flagpoles that are part of the overall 2016-17 amendments to the Marysville Municipal Code (MMC) – primarily Title 22C, *Land Use Standards*. The need for these amendments arose from a citizen-initiated code enforcement concern pertaining to the proximity of a flagpole to a property line (please see the attached public comments).

During review of the concern, the question arose whether the height and setback requirements applicable to accessory structures such as garages and sheds should apply to flagpoles since the MMC definition of accessory structures identifies flagpoles as a type of accessory structure. An “accessory structure” is defined in MMC 22A.020.020, as follows:

“Accessory structure” means a structure of secondary importance or function on a site. In general, the primary use of the site is not carried on in an accessory structure.

- (1) Accessory structures may be attached or detached from the primary structure.
- (2) Examples of accessory structures include:
  - (a) Garages;
  - (b) Decks;
  - (c) Fences;
  - (d) Trellises;
  - (e) Flagpoles;
  - (f) Stairways;
  - (g) Heat pumps;
  - (h) Awnings; and
  - (i) Other structures.

Since the MMC is mainly silent of accessory structures such as trellises, flagpoles, heat pumps, awnings, and other structures, staff had difficulties identifying how flagpoles should be treated in regards to height and setbacks. Ultimately, due to the fact that the code is mostly silent regarding flagpoles, staff decided that they should be required to comply with the provisions of [MMC Chapter 22C.180 Accessory Structures](#). These provisions require flagpoles not to exceed 20’ in height and be setback a minimum of 5’ from the side and rear lot lines and

provide the minimum required front yard setback for principal structures in the zone (20', but can be reduced to 10' on a case-by-case basis).

When MMC Chapter 22C.180 *Accessory Structures* was adopted, the provisions of the code were intended for such uses as garages, sheds, carports and accessory dwelling units. Therefore, staff decided to research potential amendments related to flags and flagpoles.

In considering amendments to the MMC, staff researched the regulations for numerous jurisdictions throughout the State of Washington and found that most every jurisdictions' code was silent on flags and flagpoles with the exception of the City of Spokane. The proposed amendments are adapted from Spokane's regulations, and incorporate other revisions identified by staff to clarify the applicable standards. These amendments resolve the location and height standards applicable to flagpoles, and provide clarification on aspects of the sign code that pertain to flags.

## **Amendment 7**

### **Suggested code amendments:**

#### **DEFINITIONS**

##### **22A.020.070 "F" definitions.**

**Option 1:** "Flagpole" a tall pole from which a flag hangs

**Option 2:** "Flagpole" means a tall pole on which a flag is or can be displayed; OR

**Option 3:** "Flagpole" means a staff or pole on which a flag is or can be displayed.

##### **22A.020.200 "S" definitions.**

"Sign" means any device, fixture, or placard that is visible from a public right-of-way or surrounding properties and uses graphics, symbols, logos, or written copy conveying a message or image and used to inform or attract the attention of the public, such as advertising or identifying an establishment, product, goods, service or activity. A sign may have multiple faces and advertise multiple on-premises establishments, businesses, products, services, or activities. This definition does not include any flag of any country, state or local jurisdiction. Unless the context clearly provides to the contrary, a "sign" as used in this chapter also includes the "sign structure."

#### **RESIDENTIAL ZONES**

##### **22C.010.220 Height – Exceptions to limits.**

The following structures may be erected above the height limits of MMC [22C.010.080](#):

- (1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; and
- (2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, and utility line towers and poles.
- (3) Flagpoles and other similar items with a width, depth or diameter of five feet or less may rise ten feet above the height limit, or five feet above the highest point of the roof, whichever is greater. If these items are greater than five feet in width, depth or diameter, they are subject to the height limit.

**22C.010.210 Setbacks – Projections allowed.**

Projections may extend into required setbacks as follows:

- (1) Fireplace structures including eaves and factory-built garden or bay windows may project into any setback, provided such projections are:
  - (a) Limited to two per facade;
  - (b) Not wider than 10 feet; and
  - (c) Not more than 24 inches into a side setback or 30 inches into a front or rear setback;
- (2) Uncovered porches and decks, including stairs, which exceed 30 inches above the finished grade may project:
  - (a) Eighteen inches into side setbacks; and
  - (b) Five feet into the front or rear setback;
- (3) Uncovered porches and decks not exceeding 30 inches above the finished grade, and uncovered accessory structures such as flagpoles, lamp posts, signs, radio antennas and dishes, mechanical equipment, play structures, and tennis courts, may project to the property line, provided that flags shall not be displayed in a manner that would cause the flag to encroach onto a neighboring property;
- (4) Eaves may not project more than:
  - (a) Twenty-four inches into a side setback;
  - (b) Thirty-four inches into a front or rear setback; or
  - (c) Eighteen inches across a lot line in a zero lot line development.

**COMMERCIAL ZONES****22C.020.190 Height – Exceptions to limits.**

The following structures may be erected above the height limits of MMC [22C.020.080](#)(2):

- (1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; and
- (2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, flagpoles and utility line towers and poles.

**SIGN CODE****22C.160.080 Exemptions.**

The following signs are exempted from obtaining a sign permit, but must comply with all other requirements of this chapter and with the specific requirements set forth below for each type of sign:

- (1) A change in the face of the sign or advertising copy of an existing, legally permitted, sign.
- (2) Temporary and special event signs meeting the requirements of MMC [22C.160.230](#).
- (3) On-premises and portable commercial or real estate signs meeting the requirements of MMC [22C.160.230](#)(5) and (6).
- (4) Political signs meeting the requirements of MMC [22C.160.230](#)(7).
- (5) Nonelectric signs not exceeding four square feet per face, which are limited in content to the name of occupant and address of the premises in a residential zone.
- (6) Instructional signs, not exceeding six square feet per sign; provided, that foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.
- (7) Menu signs. Foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.

(8) Seasonal decorations. Reasonable seasonal decorations within an appropriate holiday season or during a festival are exempt from this section as long as such displays are removed promptly at the end of the holiday season or festival.

(9) Sculptures, fountains, benches, lighting, mosaics, murals, landscaping and other street furniture and design features, which do not incorporate advertising or identification.

(10) Signs not visible from public way. Exterior and interior signs or displays not intended to be visible from streets or public ways, signs in the interior of a building more than three feet from the closest window and not facing a window, window displays and point of purchase advertising displays such as vending machines.

(11) The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization, subject to the guidelines concerning their use set forth by the government or organization which they represent. ~~Flag poles require a construction permit for structural review.~~

(12) Traffic or other municipal signs, signs required by law or emergency services, railroad crossing signs, legal notices, and any temporary signs specifically authorized by the city council or authorized under policies and procedures adopted by the city council.

(13) Signs of public utility companies indicating danger or which serve as an aid to public safety or which show the location of underground facilities or of public telephones.

(14) Memorial signs or tablets, names of buildings, stained glass windows and dates of erection when cut into the surface of the facade of the building or when projecting not more than two inches.

(15) Incidental signs, including, but not limited to, "no trespassing," "no dumping," "no parking," "private," signs identifying essential public needs (i.e., restrooms, entrance, exit, telephone, etc.) and other information warning signs, which shall not exceed three square feet in surface area.

(16) Flush-mounted wall signs which are used to identify the name and address of the occupant for each dwelling, provided the sign does not exceed two square feet in sign area.

(17) Gateway entrance signs. Gateway entrance signs that comply with the city of Marysville gateway master plan. Foundation, anchorage, attachments and other structure support of the sign and electrical connection require construction permits.

Attached are the following documents related to the proposed code amendment:

1. Letter from Mr. Evan Kaiser to Gloria Hirashima, dated November 8, 2016
2. E-mail from Gloria Hirashima, CAO, to Mr. Evan Kaiser, dated November 18, 2016
3. Letter from Mr. Evan Kaiser and Ms. Patricia Kaiser to Marysville City Council
4. E-mail from Mr. Evan Kaiser to Janis Lamoureux, dated December 21, 2016
5. E-mail from Dave Koenig, CD Director, to Mr. Evan Kaiser, dated December 22, 2016

Community Development staff requests the Planning Commission review the DRAFT amendments related to flags and flagpoles and provide direction on finalizing the proposed code amendments for public review.

City of Marysville  
Chief Administrative Officer  
Gloria Hirashima

11-8-2016

Many sources of information and many politicians consistently state that "Our nation is a nation of laws". While our nation has many laws, most everyone knows that many violations of our laws are not enforced. Does the city require conformity to the Marysville Municipal Code and will the city enforce violations of the MMC?

Due to the ineffective response to my complaint, my wife has filed a separate complaint listing different issues. I indicated to Mr. Koenig that I do not want these cases combined. My complaint was made by me. My wife's complaint was made by her. We are two separate individuals. The two complaints are based on some similar and some dissimilar issues. I do not want to obtain information about my complaint from my wife. I requested that Mr. Koenig inform me of my case number on 10-28-2016. On 11-7-2016, my wife was discussing her case with Mr. Koenig and he informed her that the cases have been combined. He has not informed me of the case number, but gave the case number to my wife. The case number is reportedly CE16-000433. I do not want to be supplied with second hand information. My wife's case involves issues that are not a part of my complaint. I want answers to my questions not her questions. Combining these cases would limit my options. The fact that a second case was filed is due to ineffective and inadequate processing of this case by the Community Development Department.

Have you contacted Mr. Koenig or discussed me with Mr. Koenig since 11-2-2016?

City officials or executives are on a salary. If they work more than 40 hours per week, are they paid for overtime?

Who evaluates the city officials and executives job performance?

Should the code inspectors be proactive? For example to reach the property with the flagpole, they must pass a readily observable and dilapidated shed that is a health and safety hazard. Should they notice, investigate and resolve this issue? If not, this will be my next complaint. Some nearby neighbors have reportedly complained about rats and this may be the source. Even if it is not the source, it is a health and safety issue. In addition, Mr. Koenig was informed by me on 9-7-2016 that two other flagpoles were installed recently on nearby properties. One is across the street the other is on 30<sup>th</sup> St NE. I asked that he check on these flagpoles. Did anyone check to see if construction permits were obtained for these flagpoles? If improperly constructed, one of these flagpoles could fall on pedestrians; the other appears not to be a danger to the public. Must I file complaints to protect the city's population?

How I met Mr. Koenig.--- A planner acted inappropriately, gave me incorrect answers to my questions, stated that I must obtain a permit for a flagpole and hung up the phone. My questions were about possible contradictory information in the MMC and at no time did I state that I was going to install a flagpole. I phoned Mr. Koenig who replied with the same incorrect answer as this planner, but did listen to my explanations of the erroneous comments and indicated his agreement with the correction of his and her incorrect statements.

I am supplying you with copies of all of the correspondence with Mr. Koenig and Mr. Mcleod and some of the details of my conversations with Mr. Koenig on 9-7-2016 and 10-7-2016. .



Even when words and terms are defined, these definitions are subject to different interpretations. When words and terms are not defined more problems are created. There are errors in the MMC, and terms like flagpole that are not clearly defined are open to a good deal of misinterpretation. Who should I contact about errors in the MMC?

First I would like to review Mr. Koenig's response dated 11-4-2016 which is his response to my email dated 10-28-2016. Very few of my questions were answered and I have not yet received a case number from Mr. Koenig. I have underlined the sentences which create confusion, are unclear, contradict previous statements, or indicate a lack of response to my questions in the email dated 10-28-26. I will discuss them with you. Having completed this review, I find this response totally inadequate.

#### PARAGRAPH ONE

First sentence---An enforcement letter has been sent—Enforcement letter for what? Violating the setback requirement? Violating the requirement to obtain a construction permit prior to construction? Violating the public nuisance codes? If this flagpole violates the setback requirements, how can the owners obtain a permit? What has this department concluded based on the numerous inspections of this site? *On 11-7-2106, my wife talked to Mr. Koenig about her complaint and was asked if she wanted the letter sent. I do not want second hand information. Was the letter sent by 11-4-2016 or not?*

Second sentence—How can the owners obtain a permit after construction, when the plans must be reviewed before construction begins? One would hope that an inspection would be made during construction to ensure compliance with the plans. The location of this flagpole violates the setback requirement. How can a permit be obtained when the presence of this flagpole is a violation of the setback code? If the city is anticipating that the owners are going to move the flagpole to meet the setback requirements, the city and the owners should make sure that the noise generated by these flapping flags does not violate the noise levels that would make this flagpole and flags a nuisance. Noise levels are not a part of my complaint. This statement is just an example of what will occur if this flagpole is allowed and if noise levels are exceeded. According to articles that I read a flapping flag breaks the sound barrier producing unacceptable levels of noise. According to the MMC, permitted noise levels at night are very low, and during the day, any sustained noise levels are low. Are noise nuisance complaints enforced if found to be valid?

Sentences three and four —I did read my email and I am aware of the information conveyed to me on 10-17-2016. I requested the dates of all inspections.—Does this email adequately respond to my request? I do not see the dates of any inspections other than the one on 10-17-2016 (one day after the passage of the anticipated storm). On 10-7-2016 Mr. Koenig verbally indicated to me that he had a picture of this flagpole. I asked in my email dated 10-19-2016 “Was this picture not adequate?” (based on my observance of this flagpole any picture taken prior to 10-7-2016 would show flags flying). I have not received an answer to this question.

This flagpole was reportedly inspected multiple times. What does the inspector inspect? Please explain in detail how each inspection was completed, the date of each inspection and whether the inspector actually approached the flagpole and looked at the type of construction. Even in the lowered position the light is still on the top of the pole and the rotating flag collars are still attached to the flagpole. Does the inspector know that this is a telescoping flagpole? The photograph sent to me on 10-17-2016 shows the light on top of this flagpole.

Sentences five and six—I disagree with Mr. Koenig's conclusion that the lowered flagpole is not a code violation. His conclusion is contradictory to the visible evidence and his earlier statements. I discussed many matters with Mr. Koenig on 9-7-2016 and one was the definition of a flag pole. Although comments in the MMC indicate that flagpole is defined under flagpole, there is no definition in the F listings. Mr. Koenig stated that a flagpole is defined as an accessory structure and is subject to the setback requirements. Mr. Koenig indicated that a flagpole must be installed outside of the five foot side yard set back. Since the city codes do not describe a flagpole, Mr. Koenig agreed that a typical definition (a pole from which to hang a flag) was the definition that was acceptable to the city. As we discussed anyone would recognize a flagpole. As of October 17, 2016, this definition has apparently been changed, requiring that a flag be displayed on a flagpole in order for it to be considered a flagpole. If the owners were asked if this was a flagpole, I believe that they would affirm that this is a flagpole. Even when lowered, the light and rotating flag collars would indicate the purpose of this flagpole. The picture supplied to me on 10-17-2016 shows the light on top of this flagpole. What other purpose would this pole have? At any of the inspections, did the inspector physically examine this flagpole, not just view it from a distance? I believe that the conclusion that this lowered flagpole is not a flagpole is incorrect. By postponing the examination of this flagpole for over four weeks, this department chose the one week when a winter storm was forecast. Why inspect this flagpole twice during that time, apparently a few days apart, when any reasonable person would have lowered their flags?

Sentence 7—Mr. Koenig did state on 10-7-2016 that he had a picture. Why have I not received a copy of this picture? As mentioned earlier, did this picture show flags flying? I asked for the dates of all inspections. Have I received any date other than 10-17-2016?

Sentence 8—On 10-11-2016, I sent an email to Mr. Koenig and one to Mr. Mcleod. Mr. Koenig replied to my email that was addressed to him and the email addressed to Mr. Mcleod on 10-17-2016. To clarify the email for which I wanted a response to questions that were not answered, I specified the date and time of Mr. Koenig's reply to my email dated 10-11-2016. In Mr. Koenig's response dated 10-17-2016 at 9:06AM, I do not find any answers to any of my questions. Mr. Koenig's conclusion that this pole is not a flagpole contradicts his definition of a flagpole that was stated on 9-7-2016. The questions I ask in this email should be answered, because this is a flagpole on which flags are flown. I am requesting an answer to each and every question that I asked in the email dated 10-11-2016.

Mr. Koenig may be referring to the email sent to Mr. Mcleod and answered by Mr. Koenig. If so, I would like answers to the following questions that were asked in this email:

Answer—Public Nuisance is defined in code MMC 4.02.020. My question was is there a definition of a nuisance at common law in the MMC? If not please provide the definition of this term used by your department. Should I be supplied answers? As a new question, this section implies or states that a private nuisance at common law is a public nuisance. If one does not know what a private nuisance at common law is and the MMC does not define the term, then should one assume that all private nuisances are public nuisances? I believe that this section needs clarification.

#### Citizen complaints

This section states that any aggrieved person may file a written complaint alleging that a violation of the MMC has occurred. My questions pertain to violations of the code. Code violations would not be consistent with permits that are consistent with the code. Please answer my question, which is about an apparent contradiction. If several individuals file separate complaints are the cases combined? If so, is each individual notified of the progress of the complaint or is the information given to one individual who is expected to inform the other complainants?

## PARAGRAPH TWO

A flagpole is an accessory structure. Has this department never had a complaint about an accessory structure? Prior to my meeting with Mr. Koenig on 9-7-2016 I sent an email dated 8-30-2016 suggesting that he review the matters that I wished to discuss. At this meeting, the answers that I received were reportedly the department's positions on many matters including flagpoles. If he had no idea about how to handle a flagpole complaint, how can his statements to me have any validity? I find the need that this matter be reviewed by the staff somewhat puzzling based on the impression that Mr. Koenig exhibited at our meeting. If his response was going to exceed 3 weeks one might expect an update. I waited over 4 weeks to request an update and certainly some of the minor issues should have been answered by then. For example, researching whether a construction permit was issued would require very little time or effort. Between 9-7-2016 and 10-7-2016 this property was reportedly inspected, possibly several times and at least one picture was taken. What were the results of these inspections and the picture which should have shown a flying flag?

I believe that I have never requested an expedited processing of this complaint. I relied on your estimate. I did point out the unexpected, lengthy delays. As the Director, your estimate should be reasonable and if not I should have been informed. Why would your department inspect this property apparently within 5 working days when you were apparently unable to adequately investigate this property in over 5 weeks? Prior to the recent mailing of the enforcement letter were the owners contacted? Was a door hanger left? Was a close physical inspection of this pole conducted and did your inspector not notice the light and rotating flag collars? The light is visible in the photograph that you sent to me in the 10-17-2016 email.

## PARAGRAPH THREE

I do not believe that my complaint mentions any noise issue. I believe that my wife's complaint mentions the noise from these flags. I want our cases to be separate and I do not want responses that should be directed to her sent to me. Please discuss any noise comments with my wife. I believe that if I am asked a question that as a typical act of courtesy that I should reply to the question. I have not discussed this noise issue with my neighbor and I do not believe that in my dealings with Mr. Koenig that I mentioned the noise issue. I do not intend to discuss the noise issue with my neighbor. I know for a fact and based on my and my other neighbors' and friends' experiences that discussing a noise issue is not the quickest way to solve a noise problem. It is nice that you encourage neighbors to work out noise issues, but there are noise nuisance laws. I do not believe that my complaint mentioned a noise issue and I did not mention the noise issue until earlier in this statement. If I did, please advise me of the emails on which these comments appear, and where on my complaint noise issues are mentioned.

As I discussed with Mr. Koenig, I did not want to proceed with a complaint about the violations that are present (not obtaining a construction permit and the violation of the setback requirements) without first consulting with him. Based my conversations with Mr. Koenig and Mr. Koenig's statements on 9-7-2016, I had no doubt that both violations were valid. Although a thorough investigation may not agree with my conclusions, I deserve a reasonable and timely response. I am amazed that such a simple investigation could take this much time and require so much effort and time on my part. I believe that I should have received many more updates with respect to the reasons for the delay and the lack of any substantial progress. I also believe that I should have received thorough and complete responses to my questions. I would appreciate a response by email to each of the issues and questions that are presented in this document.

I believe that the fact that I had to prepare this multipage response to a three paragraph email illustrates serious problems with this department and the director of this department. I would like a response

from Gloria Hirashima explaining the basis of her review of this matter and her conclusions regarding the inadequate service, and contradictory and inadequate responses that I have received in this matter.

Thank you,  
*Evan Kaiser*  
Evan Kaiser

**From:** Gloria Hirashima  
**Sent:** Friday, November 18, 2016 5:08 PM  
**To:** 'epkservices@comcast.net' <[epkservices@comcast.net](mailto:epkservices@comcast.net)>  
**Subject:** Response to meeting

Dear Mr. Kaiser:

Thank you for contacting me regarding your concerns at our meeting last Tuesday 11/8/16. I have reviewed the correspondence you provided dated 11/8/16 as well as emails received this week concerning the flagpole located at 2914-73<sup>rd</sup> Avenue NE. The case number is CE16-000433. I shared your letter with Dave Koenig and he has provided me with an overview of the code enforcement investigation and determinations made by the Community Development Department. In my response below, I am answering several inquiries/questions that appeared directed at me. I am not responding to issues that I believe were covered, or concluded by Dave's email responses as I do not wish to duplicate or confuse matters.

I understand that you feel our definitions for flags, flagpoles and how we address permitting is inadequate. I have discussed this with the department and we share your concerns. We will be reviewing the requirements for flags, flagpoles and updating/clarifying the municipal code as appropriate (sign code and building or land use requirements). I believe this can be completed within the next 3 months.

I am aware that Dave responded to your direct inquires to the department with an email response this afternoon. It is my understanding that staff did confirm a code violation in that 1) the pole did not have a permit issued; and 2) the pole did not meet minimum setbacks for the structure. Mr. Koenig did meet with your neighbor to review the situation and she immediately consented to discontinue use of the flagpole and relocate the structure to meet required setbacks and to obtain a permit for the new location. The department did issue a permit for the relocation, subject to meeting setbacks. The old flagpole has been retracted and the flag removed. This same structure will be relocated to the new location. With the relocation of the flagpole to the new location, under a valid permit and meeting setback requirements, the case file on CE16-000433 will be closed.

I will confirm that we do investigate noise complaints. If the complaint is valid, we will enforce the codes. I understand that you did not file a noise complaint but have raised the possibility of a future concern in your letter. At this time, the flag has been removed. In future, the pole will be moved to a new location that will be further removed from the property line.

Regarding your question as to what 4.02.020(7)(b) "A nuisance at common law" means. I have no idea what this phrase means and would concur that the section should be clarified or removed if it cannot be better defined or understood. We will address this during our review of the flag requirements and definitions.

You asked if several complaints are typically combined. The answer is yes and this has been historic practice by the department. If several complaints are made regarding the same location, the department will combine the complaints into one CE file and number. This is desirable from a tracking and efficiency standpoint. The department does not have a uniform policy as it relates to communicating with diverse complainants, but is willing to accommodate requests to meet customer service needs. For instance, in your case, you and your wife made separate complaints and made it

known that you wished to have separate responses. The department is sending separate responses now as a result.

I realize that when we met you were dissatisfied with the City's level of service and response. In my discussions with the department it was clear that they were attempting to respond to your requests for information, as well as work with the neighboring property owners to address the code violation. Your neighbor is being cooperative in working with the department to understand and meet city code requirements. While I understand that you feel we should have addressed this sooner, I hope that the department's and your neighbor's actions this past week demonstrate our mutual efforts to respond to your concerns.

Best wishes,

Gloria Hirashima

Gloria Hirashima  
Chief Administrative Officer  
City of Marysville  
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(360) 363-8088  
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Mayor Nehring and Council Members we are Patricia and Evan Kaiser and we reside at 2910 73<sup>rd</sup> Ave NE Marysville, WA. We are appearing before you to address three main issues. We can supply you with copies of all of the emails regarding our complaint if you want to review them. We have extracted comments from some emails. We believe that these extracted comments represent the intentions of the author and are not taken out of context. We can supply you with complete copies of all of the referenced emails, if you prefer. We believe that we are detail oriented but we know that we and people in general make mistakes. Mr. Koenig, the director of the Community Development Department repeatedly either ignored or refused to answer many of our questions. He refused to investigate our noise and nuisance complaint. Must authorized city employees enforce the MMCs as written? Can city employees change or ignore these codes without review by the council? In addition, there are too many illustrations of incomplete, inaccurate, unclear, and confusing sentences in his responses. As examples of these types of correspondence we have included several complete emails.

We ask that the council review all of our information and notify us of your conclusions and any actions that you take as a result of your review and analysis of this data.

The three main issues are inadequate codes and building permit #B16-0428, the poorly conducted investigation into our complaints which is case number CE16-000433, and the reported unauthorized change in policy for collecting fees for flagpole plan reviews.

First Issue Inadequate codes and Building permit #B16-0428 issued on 11-9-2016

We are concerned about several inadequacies in some sections of the MMC. Evan met with the Marysville CAO on 11-8 and we received her response to this meeting on 11-18. We quote the following from her response: "I understand that you feel our definitions for flags, flagpoles and how we address permitting is inadequate. I have discussed this with the department and we share your concerns." The CAO indicates that some of the inadequate codes will be updated and clarified in the next three months. Our concern is that during the revision time we and the citizens of Marysville will needlessly be exposed to the safety and health violations created by improperly installed flagpoles. The permitting process is inadequate and sometimes city employees do not adhere to and enforce the codes.

Because of the inadequate codes, we believe that our citizens must be protected and that no permits for flagpoles should be issued until the code specifies the structural integrity requirements for each flagpole and limits the size and number of flags that may be displayed on flagpoles. Construction work on any flagpole that is currently in progress should be stopped. Work on **this** permit should be stopped because the permit was issued in violation of the MMC.

Comments on Building permit #B16-0428 issued on 11-9-2016 **Exhibit A**

*Permit #B16-0428 should be revoked and all work on this permit should be immediately stopped due to the code violations mentioned in the following paragraphs.*

We are extremely concerned that a permit was issued by a city building official on 11-9-2016 and that the director has stated that this permit meets all of the codes in the MMC. The flagpole that will be installed will violate several codes in the MMC. The MMC defines a flagpole as an accessory structure.

The approved permit allows construction of a 21 foot high flagpole. The code has a 20 foot height limit for flagpoles, which are accessory structures. This building permit was processed without the required structural review. The City has been unable to answer our questions about the definition of a structural review and who completes these reviews. The permit does not limit the size of the flags and based on information in our statement large flags could easily collapse this pole in light winds.

The MMC specifies that the height of an accessory structure cannot exceed 20 feet. A flagpole is an accessory structure. This permit and the instructions to install this flagpole clearly indicate that this is "THE LIBERTY" model telescoping flagpole. **Exhibit B** The variable height is 17' to 21'. There is no restriction on this permit requiring that the pole not be extended to 21 feet. If such a restriction were imposed, the city could not adequately verify compliance. Whenever flags were displayed on the **existing**, illegal flagpole at this location, the flagpole was raised to the highest position. We learned on 11-22 that this height was 21 feet, which violates the code's maximum 20 foot height. This building permit is to locate the existing, illegal flagpole to a new location and this flagpole will still have a height of 21 feet, thereby violating the code.

A flagpole is an accessory structure. Approval of this building permit violates the requirement that a flagpole cannot exceed 20 feet in height. MMC.180.030 item1B. "The height of all detached accessory structures shall not exceed 20 feet", etc. Does the flagpole height listed on the EZPOLE plans include the light that is on top of this pole? This information does not include the gauge of the aluminum flagpole. The gauge of the flagpole affects the structural integrity. The instructions indicate that the flagpole can accommodate two 3' by 5' flags. The permit does not limit the size of the flags and based on information in our statement one large flag could easily collapse this flagpole in light winds.

The warranty on this flagpole is: *WARRANTY on all its flagpoles and mounts which covers damage and/or replacement costs for poles and mounts damaged as a direct result of **wind gusts** up to 50 mph. For safety reasons – EZPOLE strongly advises customers to lower poles in instances where wind speeds exceed or are expected to exceed 50 mph.* Is this guarantee an assurance of structural integrity? Based on these comments, if damaged by a sustained wind velocity of 30 mph damage and/or replacement costs for poles and mounts will not be covered. How structurally sound is this flagpole? The city should have some regulations for when this flagpole must be lowered and when other flagpoles of various heights and qualities should be lowered. We think that the codes should require that all flagpoles be lowered in winds of 20, 30, 40, or 50 miles per hour, depending on the height, quality of the flagpole and a structural review certifying that these flagpoles can withstand the rated wind speed, with or without flags.

Evan was informed by the building department that the plans for this flagpole were reviewed by a certified plan reviewer. Based on Evan's quickly conducted, partially completed research, a plan reviewer cannot complete structural reviews. A flagpole must have a structural review. MMC 22C.160.080 Exemptions.

11) The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization, subject to the guidelines concerning their use set forth by the government or organization which they represent. Flag poles require a construction permit for structural review.

We do not consider the plan review by the city building official to be a structural review. Structural Review is not defined in the MMC. Was a structural review of this flagpole conducted by the Community Development Department and this building official before issuing this permit? There is none in the file. The city has been unable to answer our questions about the definition of a structural review and who completes these reviews. Are the council's approved code ordinances being ignored? Can any city employee decide not to adhere to the approved MMCs?

We did locate the following comments on the internet: Structural Review: The purpose of the Structural Review is to provide independent verification that the structural design of the Structure is in general conformance with the requirements of the Building Code, and all related structural codes and technical standards. A structural review would assure proper grounding, strength, wind resistance, and other



relevant engineering requirements. We have not been provided adequate information from the city and this is the best definition that we located.

City employees have not adhered to the codes during the processing of this permit. Because the processing of this permit violated these codes, we request that this permit be immediately revoked and that all work on the installation of this flagpole be immediately and permanently halted.

On 11-22 Evan contacted the engineering department and asked whether this department conducted structural reviews and if they did, could they define a structural review. Evan hoped to find out the definition of a structural review and who would complete this type of review prior to this meeting on 11-28. Having received no response, later in the day Evan called back and was informed that his request had been forwarded to the planning department. Evan explained that he wanted an answer from the engineering department. Evan's question is "Does the engineering department process structural reviews and what constitutes a structural review?" Evan was told that he would receive an answer from the engineering department. As of 11-27, we are still waiting for an answer.

Evan does not know if a complete and correct explanation of his question was forwarded to the planning department. Evan did receive an email from the director dated 11-23 that pertains to this building permit. The director states that "The Building Official has accepted the manufacturers specification for installation as being adequate for installation." "No additional structural review is being required for the flag pole."

Evan was informed that this plan was examined by a plan reviewer. Plan reviewers cannot process structural reviews. Does the last sentence in the preceding paragraph indicate that a structural review was completed? Evan was given a complete copy of the building permit file for this permit on 11-22-2016. We have attached a copy of the permit for each council member. **Exhibit A** Should the review by the building official assure proper grounding, strength, wind resistance, seismic loads and other relevant engineering requirements? Should the council require this information for this permit? What indication does the building official have that this flagpole will withstand a sustained wind of 30 miles per hour with or without one or two flags? What happens if a 5'X8' flag is raised on this flagpole?

Following is an older code requirement for residential flagpoles from an unknown city. Our permits should not be issued without this type of protection. Is this ordinance an example of a structural review? Should the council require a similar ordinance? Should a structural review include at least the following: All applications for flagpoles, towers or tower structures requiring a building permit shall include plans and specifications stamped by a professional licensed engineer to assure proper grounding, strength, wind resistance, seismic loads and other relevant engineering requirements?

14.17.040 Permits required.

A. No flagpole, tower, or tower structure 15 feet in height or greater shall be erected or constructed without first obtaining a building permit pursuant to the 2006 International Building Code, Section 105.1, Permits Required, as amended.

B. Unless additional review is required pursuant to a building permit application for a flagpole, tower, or tower structure shall be reviewed for compliance with this chapter and all applicable codes and a decision to approve, approve with conditions, or deny shall be issued within 21 days of receipt of a fully complete permit application. All applications for flagpoles, towers or tower structures requiring a building permit shall include plans and specifications stamped by a professional licensed engineer to assure proper grounding, strength, wind resistance, seismic loads, and other relevant engineering requirements.

C. Metal flagpoles requiring a building permit shall be engineered and constructed in accordance with the American National Standard Institute – National Association of Architectural Metal Manufacturers

(ANSI/NAAMM) Guide Specifications for Design of Metal Flagpoles, FP 1001-97 as amended, and as adopted in the 2006 International Building Code, Section 102.4. [Ord. 1336 § 1, 2009.]

## Second Issue

We do not want other people subjected to the problems we experienced with the director of the community development department during the investigation of our complaint about the code violations for an illegally installed flagpole and the noise and nuisances caused by the flapping flags. He refused to inspect or investigate our noise and nuisance complaint when the flags were up and flapping. We believe that he should process citizen complaints in a more efficient, effective, timely and professional manner. He should conform to the MMC and not create his own unsupportable interpretations of these codes. He has refused to answer many of our questions.

We have included several emails as examples illustrating the lack of responses to our questions and a failure to clearly communicate ideas. The response to our email dated 10-28 is dated 11-4. Included is our email dated 10-11 and the response dated 10-17. The 10-28, 11-4, 10-11 and 10-17 emails and the letter dated 11-4 are **Exhibit C**. Patricia and Evan both sent emails dated 11-15. The responses to both of these emails dated are dated 11-18. The responses to these emails and the letter dated 11-9 are **Exhibit D**. Our response to the 10-28 email was discussed with the CAO. We believe that the "enforcement" letter issued on 11-4 **Exhibit C**, does not conform to section 4.02.040 which is listed on Evan's 11-15 email. Also listed on Evan's 11-15 email is Item number 5 Inspections of section 4.02.040. Was this section strictly adhered to during this investigation? We believe that the director's conclusion that a telescoping flagpole in the lowered position is not a flagpole is not realistic or supportable. In the lowered position, the rotating collars and the top light are still in place. These telescoping flagpoles should be lowered when wind velocities increase. In this lowered position, this flagpole is still a flagpole.

In both of our emails dated 11-15 we requested that Mr. Koenig review the noise and nuisance codes that are stated in the MMC, the WACs and the RCWs. His response to Patricia's email clearly indicates that he misinterpreted or did not understand these codes. He states that he will enforce these codes by using requirements that differ from those specified in MMCs 6.76.020 and 6.76.040. The MMCs codes were approved by the city council and should be adhered to. All applicable WACs and RCWs should be complied with. The emails, letters and data in this and the preceding paragraph will be discussed later in this statement.

Our neighbor installed a telescoping flagpole and flew a flag and a banner from this flagpole. The flag and banner were flown day and night. Installation was earlier this year and presented intermittent noise problems until the consistent winds developed and the wind velocity increased. We, our friends, neighbors and relatives have all had experiences with problems with neighbors. We have learned that the best method to handle these matters is to check the laws and start with enforcement of the laws. The flagpole code violator used this method to contact the city about a barking dog. Evan indicated that he would be a witness if this neighbor wished, which she did not. The city warned the dog owner and the problem stopped.

As the wind velocity and frequency increased the flapping flags created a severe noise and nuisance problem. Patricia and our daughter had their sleep interrupted many times on windy nights. Evan is hearing impaired and only noticed the noise when working in the yard without his hearing aids.

Evan met with the director of the community development department on 9-7-2016. Evan believed that the telescoping flagpole that our neighbor installed very near the side yard property line violated the setback requirement, was constructed without a construction permit and that a structural review had not been completed before installation. The director indicated that if Evan's beliefs were true, that the

flagpole must be removed. This process would take two to three weeks if the code violators did not contest enforcement of the code. The director indicated that Evan need not file a complaint and that the director would investigate this matter.

When finally contacted on 11-4, the code violators agreed to comply with the director's enforcement letter, which required them to obtain a building permit, not remove this illegal flagpole, a code requirement. The director was aware that this flagpole violated the MMCs prior to 10-7. The director could have investigated the noise and nuisance complaint between 10-25 and 11-4 but refused to do so. The director provided some unconvincing excuses for the delay in investigating and enforcing these violations. How could this process take over two months? The code violating flagpole is still in place. The director could have verified if a construction permit had been issued for this flagpole in a matter of minutes.

On 10-7 Evan called the director. Over four weeks had passed and the investigation should have made substantial progress. The director indicated that he had a picture of the flagpole and the flying flags. We repeatedly requested the date of this inspection and asked whether action could not be taken based on this picture. Just last week on 11-21 we were notified that there was a picture, but that the picture was destroyed. We still have not been given the inspection date on which this picture was taken. We have repeatedly requested the date of this inspection and all inspections and have received only vague references with no specific dates. We were not notified until 11-21 that the code enforcement officer did note the code violations during his inspection that was completed sometime prior to 10-7. No action was taken until 11-4.

Just prior to Evan's phone conversation with the director on 10-7, Evan also spoke (by phone) with the code enforcement officer about another matter. During this discussion Evan was told that a complaint must typically be filed before any action is taken. During the conversation with the director, the director indicated that Evan should consider filing complaint. Evan filed a complaint on 10-7.

During our review of the MMC we became aware of the noise and nuisance codes and on 10-25-2016 Patricia filed a complaint that was similar to Evan's, but included the noise and nuisance violations. The director combined our complaints, but only processed Evan's. The director did not investigate the noise and nuisance portion of Patricia's complaint. Evan advised the director on 10-28 that Patricia had filed a noise and nuisance complaint. No action was taken on Patricia's noise and nuisance complaint. In a conversation with Patricia, the director refused to respond to Patricia's question, which was "Will you enforce the code?" Even when the code inspector later noticed that the flags were flying after 10-25, no inspection for noise or nuisance was made. We have repeatedly requested the dates of these inspections and have received vague references with no specific dates. (Other than the 10-17 inspection) Why was Patricia's complaint not investigated?

The city had no information about the decibel levels produced by flapping flags until we submitted some data that indicates that flapping flags, a cracking whip and a snapping towel can break the sound barrier and produce sounds exceeding 200 decibels. The MMC maximum permitted nighttime decibel levels can vary from 45 to 50 decibels and during the day from 60 to 70 decibels. These facts should lead one to strongly suspect that these flapping flags would violate the noise and nuisance codes

As of at least 10-7, the director was aware that this flagpole violated the MMCs. He knew that the flagpole was extended and that flags were flying. A picture was taken and somehow destroyed, but the picture is irrelevant. He knew this was a flagpole. This flagpole was installed without a construction permit or a structural review and violated the side yard setback yet no action was taken until 11-4.

Sometime between 10-10 and 10-17 this flagpole was inspected twice, just before and just after the big winter storm that was predicted. We have repeatedly requested the dates of all inspections and have been denied this information. On 10-17-2016 we received a photo showing the telescoping flagpole reduced to less than six feet with no flags attached. This flagpole status was because of the impending storm that was expected to arrive between 10-13 and 10-16. The inspector apparently did not note the light on the top of this flagpole or the rotating collars that flags can be attached to. This flagpole is located in the front yard and the inspector could have easily approached and examined it. If the code violators had been contacted by any of the means suggested in the code, we believe that they would have readily admitted that this was a flagpole. Were the codes listed in 4.02.040 Item 5 Inspections adhered to? These codes and MMC 4.02.040 are listed in Evan's email dated 11-15 which is included as **Exhibit D**. This pole was sold as a flagpole and used for several months as a flagpole. This is a telescoping flagpole and the fact that no flags are attached and that the height has been reduced does not change this fact. The plan for building permit B16-0428 proves this statement.

This flagpole was inspected sometime between 10-10 and 10-17, and on 10-17. On 10-17 the director indicated that the flagpole had been reduced in size to 4 to 5 feet and there was no flag being flown or set up for a flag. The rotating flag collars were on this flagpole, when in the lowered position, and a flag could be easily attached. From what distance did the inspector inspect this flag? On 10-17, the director stated and we quote "Based on this observation the pole is not being used as a flagpole". The director concluded that this lowered flagpole was a pole and did not violate the MMC. The location of this flagpole violates the code and does not change when the flagpole is lowered. We do not believe that this conclusion can be supported using any reasonable logic. The MMC only requires the presence of the flagpole, not the use.

Evan asked for an explanation as to how this flagpole, which was sold as a flagpole and used as a flagpole suddenly, becomes a pole, which does not violate the MMC. This is clearly a flagpole. We have not received a response to our requests. This flagpole was inspected at an unknown date between 9-7 and 10-7 when both flags were flying. The director knew that this was a flagpole at that time. Why was any enforcement action delayed until 11-4? This flagpole had been raised to the highest height and two flags were flown for many months prior to this storm. The director was advised of this fact. As of 11-22 we know this height to be 21 feet and this height is a code violation.

The director was aware that the flagpole was extended and flags were flown sometime prior to 10-7 and between 10-17 and 11-4 but refuses to disclose the date of inspections (other than 10-17). He should know that this flagpole violates at least three codes, yet does not take any action until 11-4. In this "enforcement" letter, the director again states that when the flagpole is in the lowered position and not being used as a flag pole, the pole is not considered a violation of MMC. These statements about the height, use and whether flags are displayed contradict the definition that I presented to him on 9-7 and to which he agreed. He also agreed on 9-7 that flagpoles are readily recognizable. We believe that his interpretation of what is and what is not a flagpole is unsupportable. The director agreed to the following definitions on 9-7:

#### Simple Definition of flagpole

A tall pole from which a flag hangs: a pole used to display a flag

#### Full definition of flagpole

A pole on which to raise a flag.

Source: Merriam-Webster's Learner's Dictionary

Would any of the council members conclude that a flag must be hanging from a flagpole in order to recognize a flagpole as a flagpole? Fixed and telescoping flagpoles have hardware that clearly indicate

the use to which the flagpole will be used. Does lowering a telescoping flagpole to 4 or 5 feet transform a flagpole to a pole?

In his 11-4 email, the director stated and we quote: "An enforcement letter has been sent to James and Christine Henkleman @ 2914 73<sup>rd</sup> AVE NE on the flag pole this week." "Both of those visits the flag pole was lowered and had no flags on it." "I communicated to you that the lowered pole was not a code violation." Why does the flagpole suddenly become a pole in the previous sentences? In the first and second sentences this structure is a flag pole. In the third sentence the lowered pole is not a code violation. The statements in these sentences are examples of the confusing and contradictory nature of much of the correspondence provided by the director. This structure is clearly a flagpole. An enforcement letter could not have been sent if there were no code violations. To be a code violation the flagpole had to violate the MMC. The reason the flagpole violates the MMC is because the flagpole is defined as an accessory structure, violates other codes and must meet the setback requirements. In the lowered position, this flagpole still had the light and rotating collars in place. This is clearly a flagpole.

In his 11-4 email, the director stated "We have never had a complaint about a flag pole." A flagpole is an accessory structure. Has there never been a complaint about an accessory structure? He spent time reviewing the code and asking staff about the intent of the code, when written. Evan requested, by email, that the director review the definition of a flagpole and many other definitions and codes prior to their meeting on 9-7. On 9-7, the director responded quickly to Evan's questions and gave Evan the impression that the director was confident of his answers to Evan's questions. Evan suspected some of the answers were not complete or accurate, but Evan did not challenge the director's statements. If the director was not knowledgeable about these codes at that meeting, how could he state unequivocally to Evan that **if** the five foot side yard set back was violated and **if** the flagpole had been installed without a construction permit and a structural review that the flagpole would be removed? Evan took notes at this meeting and based on these notes and Evan's memory, Evan has no doubt that this was the director's response.

The director did mention the noise from the pole in this email. The noise was not generated by the pole, but from the flapping flags, and he did not investigate our noise and nuisance complaint. Instead he encourages people to take action. We would encourage the director to do his job, which is to investigate complaints efficiently, effectively, timely and in a professional manner. He had ample opportunity to do so and failed to even attempt to investigate our noise and nuisance complaint.

On 11-9, by email and letter, the director indicated that a building permit was issued to the violators to relocate their flag pole to a location which would meet the MMC. This permit and the instruction to install this flagpole clearly indicate that this is "THE LIBERTY" model telescoping flagpole. This information does not include the gauge of the aluminum pole. The instructions indicate that the flagpole can accommodate two 3' by 5' flags. The permit does not limit the size of the flags and based on information in our statement one large flag could easily collapse this pole in light winds. As mentioned earlier, this permit should be revoked because the permit processing did not conform to the MMC. This permit for this 21 foot high flagpole exceeds the 20 foot height limit for accessory structures. This permit does not restrict the pole height to 20 feet or less. This building permit was processed without the required structural review. Also, the MMC has noise and nuisance regulations. Flapping flags hung from this 21 foot high flagpole will probably violate these codes.

The proposed, new location will be about 15 feet from our property and the noise generated by the previous flags was excessive and noticeable inside our home at a distance of at least 25 feet. Flags flown from this new location will almost certainly violate the noise and nuisance regulations. If the flagpole is ever installed with a proper permit, in a location that meets all city codes and if the noise generated by the

flapping flags does not violate the noise and nuisance levels, there will be no problem. Our other, adjacent, neighbor had a flagpole for many years and there was no problem.

On 11-18, **Exhibit D**, the director notified us that he understands that the new location of the flagpole will be away from our home and near the garage. We do not consider the new location indicated by the stake that is now located in the ground to be away from our home. Has the director visited this site? This stake is about 15 or so feet from our property line. This flagpole could easily be located on the other side of the garage and this location would be at least 25 to 40 feet from the nearest neighboring home. Should the city require installation in a reasonable location? We advised the code violators that if the noise from their flags exceeds the allowable limits that a complaint will be filed. The CAO has assured us that noise and nuisance code violations will be enforced.

The director has repeatedly not answered our questions and did not investigate our noise and nuisance complaint. He offers several excuses for the long time taken to process this complaint. He does not indicate why our noise and nuisance complaint was not investigated. In his responses, he often wastes his time by restating information that he supplied to us. We know the information that was provided to us and do not need to be reminded of this data. We do want to know the answers to the pertinent questions that we have to repeatedly ask. Many of our questions have not been answered.

Based on the information supplied to us, the installation of this flagpole will violate sections of the MMC. The permit for this flagpole should be revoked since required code procedures were not adhered to in the issuing of this permit. Because the city has so little information on flagpoles and has inadequate code regulations and permitting processes, we believe that the city should stop issuing new permits for flagpoles and stop work on any permits already issued. The city has no regulation on the size of the flag that can be flown on a flagpole or the minimum required gauge of the tubular walls. Generally the flag height should not exceed 20 percent of the flagpole height. A flag over 4X6 will bring most residential flagpoles to the ground with a 10 to 15mph wind. A residential flagpole will reportedly not stand up against a 30 MPH wind while flying a flag or 40MPH without a flag. Many flagpoles have no warranty. The preceding information is from the internet and we do not know if this is reliable information, but this is more information that the city has. The city should regulate the size of the flag based on the flagpole quality, height, structural integrity and type of materials used in the construction. A structural review for all flagpole permits should be mandatory and is mandatory per the current code. The current code should be enforced.

We believe that the "enforcement" letter issued on 11-4 does not conform to section 4.02.040 which is listed in Evan's 11-15 email. **Exhibit D**. We included a copy of the 11-4 letter. **Exhibit C** This flagpole violates at least 3 MMC's. We are happy that the noise has stopped. The code violations have not been corrected or abated. The lowered flagpole is a flagpole as proven by information in permit B16-0428. The director's contention that the lowered flagpole is not a flagpole cannot be supported. If as we believe, the permit issued for the new location of the flagpole violates the height and structural review requirements, the flagpole cannot be relocated. Lawyers love to contest laws that are not properly executed. This flagpole should have been removed by now or fines should have been levied if the owners are contesting removal. We believe that none of the enforcement actions listed in 4.02.040 (listed in Evan's 11-15 email) **Exhibit D**, have been implemented. Can an employee ignore the codes that were approved by the council?

The email response to our email dated 10-28 is dated 11-4 and copies are included. Included is our email dated 10-11 and the response dated 10-17. **Exhibit C**. Our response to the 10-28 email which is dated 11-4 was prepared and discussed by Evan with the CAO on 11-8 and is included beginning in the next paragraph. The underlined sentences were included in the statement to the CAO, but are not underlined

below. All of the sentences in Mr. Koenig's letter were underlined when Evan finished his review of the 11-4 email.

Letter discussed with the CAO.

First I would like to review Mr. Koenig's response dated 11-4-2016 which is his response to my email dated 10-28-2016. Very few of my questions were answered and I have not received a case number from Mr. Koenig. I underlined the sentences which create confusion, are unclear, contradict previous statements, or indicate a lack of response to my questions in the email dated 10-28-16. I will discuss them with you. Having completed this review, I find this response totally inadequate.

#### PARAGRAPH ONE

First sentence---An enforcement letter has been sent—Enforcement letter for what? Violating the setback requirement? Violating the requirement to obtain a construction permit prior to construction? Violating the public nuisance codes? If this flagpole violates the setback requirements, how can the owners obtain a permit? What has this department concluded based on the numerous inspections of this site? *On 11-7-2106, my wife talked to Mr. Koenig about her complaint and was asked if she wanted the letter sent. I do not want second hand information. Was the letter sent by 11-4-2016 or not?*

Second sentence—How can the owners obtain a permit after construction, when the plans must be reviewed before construction begins? One would hope that an inspection would be made during construction to ensure compliance with the plans. The location of this flagpole violates the setback requirement. How can a permit be obtained when the presence of this flagpole is a violation of the setback code? If the city is anticipating that the owners are going to move the flagpole to meet the setback requirements, the city and the owners should make sure that the noise generated by these flapping flags does not violate the noise levels that would make this flagpole and flags a nuisance. Noise levels are not a part of my complaint. This statement is just an example of what will occur if this flagpole is allowed and if noise levels are exceeded. According to articles that I read a flapping flag breaks the sound barrier producing unacceptable levels of noise. According to the MMC, permitted noise levels at night are very low, and during the day, any sustained noise levels are low. Are noise nuisance complaints enforced if found to be valid?

Sentences three and four —I did read my email and I am aware of the information conveyed to me on 10-17-2016. I requested the dates of all inspections.—Does this email adequately respond to my request? I do not see the dates of any inspections other than the one on 10-17-2016 (one day after the passage of the anticipated storm). On 10-7-2016 Mr. Koenig verbally indicated to me that he had a picture of this flagpole. I asked in my email dated 10-19-2016 “Was this picture not adequate?” (based on my observance of this flagpole any picture taken prior to 10-7-2016 would show flags flying). I have not received an answer to this question.

This flagpole was reportedly inspected multiple times. What does the inspector inspect? Please explain in detail how each inspection was completed, the date of each inspection and whether the inspector actually approached the flagpole and looked at the type of construction. Even in the lowered position the light is still on the top of the pole and the rotating flag collars are still attached to the flagpole. Does the inspector know that this is a telescoping flagpole? The photograph sent to me on 10-17-2016 shows the light on top of this flagpole.

Sentences five and six—I disagree with Mr. Koenig's conclusion that the lowered flagpole is not a code violation. His conclusion is contradictory to the visible evidence and his earlier statements. I discussed many matters with Mr. Koenig on 9-7-2016 and one was the definition of a flag pole. Although comments in the MMC indicate that flagpole is defined under flagpole, there is no definition in the F

listings. Mr. Koenig stated that a flagpole is defined as an accessory structure and is subject to the setback requirements. Mr. Koenig indicated that a flagpole must be installed outside of the five foot side yard set back. Since the city codes do not describe a flagpole, Mr. Koenig agreed that a typical definition (a pole from which to hang a flag) was the definition that was acceptable to the city. As we discussed anyone would recognize a flagpole. As of October 17, 2016, this definition has apparently been changed, requiring that a flag be displayed on a flagpole in order for it to be considered a flagpole. If the owners were asked if this was a flagpole, I believe that they would affirm that this is a flagpole. Even when lowered, the light and rotating flag collars would indicate the purpose of this flagpole. The picture supplied to me on 10-17-2016 shows the light on top of this flagpole. What other purpose would this pole have? At any of the inspections, did the inspector physically examine this flagpole, not just view it from a distance? I believe that the conclusion that this lowered flagpole is not a flagpole is incorrect. By postponing the examination of this flagpole for over four weeks, this department chose the one week when a winter storm was forecast. Why inspect this flagpole twice during that time, apparently a few days apart, when any reasonable person would have lowered their flags?

Sentence 7—Mr. Koenig did state on 10-7-2016 that he had a picture. Why have I not received a copy of this picture? As mentioned earlier, did this picture show flags flying? I asked for the dates of all inspections. Have I received any date other than 10-17-2016?

Sentence 8—On 10-11-2016, I sent an email to Mr. Koenig and one to Mr. Mcleod. Mr. Koenig replied to my email that was addressed to him and the email addressed to Mr. Mcleod on 10-17-2016. To clarify the email for which I wanted a response to questions that were not answered, I specified the date and time of Mr. Koenig's reply to my email dated 10-11-2016. In Mr. Koenig's response dated 10-17-2016 at 9:06AM, I do not find any answers to any of my questions. Mr. Koenig's conclusion that this pole is not a flagpole contradicts his definition of a flagpole that was stated on 9-7-2016. The questions I ask in this email should be answered, because this is a flagpole on which flags are flown. I am requesting an answer to each and every question that I asked in the email dated 10-11-2016.

Mr. Koenig may be referring to the email sent to Mr. Mcleod and answered by Mr. Koenig. If so, I would like answers to the following questions that were asked in this email:

Answer—Public Nuisance is defined in code MMC 4.02.020. My question was is there a definition of a nuisance at common law in the MMC? If not please provide the definition of this term used by your department. Should I be supplied answers? As a new question, this section implies or states that a private nuisance at common law is a public nuisance. If one does not know what a private nuisance at common law is and the MMC does not define the term, then should one assume that all private nuisances are public nuisances? I believe that this section needs clarification.

#### Citizen complaints

This section states that any aggrieved person may file a written complaint alleging that a violation of the MMC has occurred. My questions pertain to violations of the code. Code violations would not be consistent with permits that are consistent with the code. Please answer my question, which is about an apparent contradiction. If several individuals file separate complaints are the cases combined? If so, is each individual notified of the progress of the complaint or is the information given to one individual who is expected to inform the other complainants?

#### PARAGRAPH TWO

A flagpole is an accessory structure. Has this department never had a complaint about an accessory structure? Prior to my meeting with Mr. Koenig on 9-7-2016 I sent an email dated 8-30-2016 suggesting that he review the matters that I wished to discuss. At this meeting, the answers that I received were reportedly the department's positions on many matters including flagpoles. If he had no idea about how



to handle a flagpole complaint, how can his statements to me have any validity? I find the need that this matter be reviewed by the staff somewhat puzzling based on the impression that Mr. Koenig exhibited at our meeting. If his response was going to exceed 3 weeks one might expect an update. I waited over 4 weeks to request an update and certainly some of the minor issues should have been answered by then. For example, researching whether a construction permit was issued would require very little time or effort. Between 9-7-2016 and 10-7-2016 this property was reportedly inspected, possibly several times and at least one picture was taken. What were the results of these inspections and the picture which should have shown a flying flag?

I believe that I have never requested an expedited processing of this complaint. I relied on your estimate. I did point out the unexpected, lengthy delays. As the Director, your estimate should be reasonable and if not I should have been informed. Why would your department inspect this property apparently within 5 working days when you were apparently unable to adequately investigate this property in over 5 weeks? Prior to the recent mailing of the enforcement letter were the owners contacted? Was a door hanger left? Was a close physical inspection of this pole conducted and did your inspector not notice the light and rotating flag collars? The light is visible in the photograph that you sent to me in the 10-17-2016 email.

### PARAGRAPH THREE

I do not believe that my complaint mentions any noise issue. I believe that my wife's complaint mentions the noise from these flags. I want our cases to be separate and I do not want responses that should be directed to her sent to me. Please discuss any noise comments with my wife. I believe that if I am asked a question that as a typical act of courtesy that I should reply to the question. I have not discussed this noise issue with my neighbor and I do not believe that in my dealings with Mr. Koenig that I mentioned the noise issue. I do not intend to discuss the noise issue with my neighbor. I know for a fact and based on my and my other neighbors' and friends' experiences that discussing a noise issue is not the quickest way to solve a noise problem. It is nice that you encourage neighbors to work out noise issues, but there are noise nuisance laws. I do not believe that my complaint mentioned a noise issue and I did not mention the noise issue until earlier in this statement. If I did, please advise me of the emails on which these comments appear, and where on my complaint noise issues are mentioned.

As I discussed with Mr. Koenig, I did not want to proceed with a complaint about the violations that are present (not obtaining a construction permit and the violation of the setback requirements) without first consulting with him. Based my conversations with Mr. Koenig and Mr. Koenig's statements on 9-7-2016, I had no doubt that both violations were valid. Although a thorough investigation may not agree with my conclusions, I deserve a reasonable and timely response. I am amazed that such a simple investigation could take this much time and require so much effort and time on my part. I believe that I should have received many more updates with respect to the reasons for the delay and the lack of any substantial progress. I also believe that I should have received thorough and complete responses to my questions. I would appreciate a response by email to each of the issues and questions that are presented in this document.

I believe that the fact that I had to prepare this multipage response to a three paragraph email illustrates serious problems with this department and the director of this department. I would like a response from Gloria Hirashima explaining the basis of her review of this matter and her conclusions regarding the inadequate service, and contradictory and inadequate responses that I have received in this matter.

Thank you,  
Evan Kaiser

The responses to both Evan's and Patricia's emails dated 11-15 are dated 11-18. **Exhibit D.** Evan and Patricia sent separate mails on 11-15 and both received separate responses on 11-18. We included a copy of the 11-9 letter. in **Exhibit D** We believe that anyone reading these responses will see that many of our questions were not answered. In addition, Mr. Koenig has repeatedly included statements in his replies that inform us to actions that he has taken and which we are completely aware of. The problems are his failure to act and his inability to answer questions.

On 11-15 we asked that the director review sections of the MMC, the WACs and the RCWs. His response to Patricia's email dated 11-15 is dated 11-18 and clearly indicates that he has misinterpreted or misunderstood these sections.

The last sentence in his email **Exhibit D** to Patricia dated 11-18 states: "If the new flag in the new location is perceived as too loud in you home by you, we can have someone go into your house and take noise measurements."

Listed below are the applicable MMCs and Mr. Koenig's statement is clearly incorrect. Property boundary is clearly defined and noise shall not intrude into the property of another person, not the home. The codes should be enforced as written, not subject to an employee's incorrect interpretation.

MMC 6.76.020 Definitions.

(5) "Property boundary" means the surveyed line at ground surface, which separates the real property owned, rented, or leased by one or more persons, from that owned, rented, or leased by one or more other persons, and its vertical extension.

(6) "Receiving property" means real property within which the maximum permissible noise levels specified herein shall not be exceeded from sources outside such property.

MMC 6.76.040 Maximum permissible environmental noise levels.

No person shall cause or permit noise to intrude into the **property** of another person which noise exceeds the maximum permissible noise level set forth in WAC 173-60-040, which section is hereby adopted by reference. (Ord. 1419 § 4, 1985).

The council has approved these codes. Can Mr. Koenig change these codes and ignore the council's directives?

We believe that the "enforcement" letter issued on 11-4 does not conform to section 4.02.040 which is listed on Evan's 11-15 email. Also listed on the 11-15 email is Item number 5 Inspections of section 4.02.040. Was this section strictly adhered to during this investigation? We believe that the director's conclusion that a telescoping flagpole in the lowered position is not a flagpole is not realistic or supportable. These telescoping flagpoles should be lowered when wind velocities increase. In this lowered position, this flagpole is still a flagpole.

Third Issue

This is simply a question about who can change the MMCs. MMC 16.04.046 Table 1A. A \$50 fee was paid for the building permit that was issued for this flagpole. This code section indicates in table 1A, item 1A the following: Plan review fees (paid at the time of submitting plans) equal to 65% of the building permit fees. The plan review fee should be \$32.50 and none was charged, violating current code. Evan was informed that for all future flagpole permits the total

fee including plan review will be \$50. This policy will violate this code. A plan review is not a structural review. A structural review was required but one was not completed. Can city employees change these code requirements?

Please review our data and inform us of your decision.

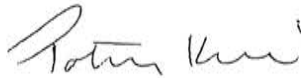
Someone may consider the following to be nit picking. Please correct us if the following is incorrect. Based on our research the word flagpole is a word with a definition. We searched for ways to include flag pole in a sentence and were unable to find any suggestions. We were not able to find a definition for a flag pole. The definition of a flagpole refers to a flagpole not a flag pole. If we are correct the city should be embarrassed if their codes, which will be revised, state flag pole rather than flagpole.

Processing this complaint should have required little time or effort by us.  
We have spent in excess of 150 hours and used over 400 sheets of paper to date.

Sincerely yours,



Evan Kaiser 11-28-2016



Patricia Kaiser 11-28-2016

**From:** [roumx@comcast.net](mailto:roumx@comcast.net) [<mailto:roumx@comcast.net>]  
**Sent:** Wednesday, December 21, 2016 10:27 AM  
**To:** Janis Lamoureux <[jlamoureux@marysvillewa.gov](mailto:jlamoureux@marysvillewa.gov)>  
**Subject:** Questions

Planning Department  
Marysville, WA  
To: Janis Lamoureux

The website states that I should contact you with questions about the planning commission, and I have several questions. Can the head of the planning department or any other member of the planning department or planning commission answer these questions? If so, I would like to have a reasonable estimate as to when I might receive a reply to these questions. During the holiday season, responses may often be delayed. I am requesting a reasonable estimate, not a definite time in which I might receive a replay. This is not a complaint, but a request for information.

These members are appointed by the mayor and city council. Does the city have on file a list of the qualifications, educational background, or any pertinent experience in planning for each member and if so, is this information available on the website or at some city office?

Are any city employees members of this commission?

Are any city employees required to attend these meeting and if so, please list the employees' names and their departments? As an alternative, if this information is available on the website or in the MMC, you may just supply me with this information.

One of the duties of this commission is to review all proposed amendments to the city zoning code, subdivision code and shoreline management code. Title 22 of the MMC is the UDC. Does the planning commission or the planning department make, review and submit to the city council all of the codes in the UDC?

Mrs. Hirashima has informed me that the planning commission will be addressing the current codes for flagpoles and possibly other codes in the UDC. I would like to know, when available, the meeting dates at which any of these code changes, or additions, will be discussed.

Mr. Koenig and Ms. Hirashima are aware that there are several codes that need clarification. I have found the wording in many of the codes in the UDC to be contradictory and, or confusing. Listed below are two codes that I believe are contradictory. These codes were apparently prepared by and reviewed by some employee, the planning commission and the city council. I believe that I know how such a confusing statement was inserted into the codes. Anyone can make a mistake. I believe that this problem is not a mistake, but the result of the procedures used to make changes to the MMC. Do you believe that these statements are contradictory or

confusing? Should these codes be clarified? What measures do you believe should be instituted to insure that such problems are eliminated or reduced in the future?

### **22A.020.200 “S” definitions.**

“Sign” means any device, fixture, or placard that is visible from a public right-of-way or surrounding properties and uses graphics, symbols, logos, or written copy conveying a message or image and used to inform or attract the attention of the public, such as advertising or identifying an establishment, product, goods, service or activity. A sign may have multiple faces and advertise multiple on-premises establishments, businesses, products, services, or activities. **This definition does not include any flag of any country, state or local jurisdiction.** Unless the context clearly provides to the contrary, a “sign” as used in this chapter also includes the “sign structure.”

(Ord. 2955, 2014; Ord. 2870 § 5, 2011; Ord. 2852 § 10 (Exh. A), 2011).

### **22C.160.080 Exemptions.**

**The following signs are exempted from obtaining a sign permit**, but must comply with all other requirements of this chapter and with the specific requirements set forth below for each type of sign:

**(11) The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization,**

subject to the guidelines concerning their use set forth by the government or organization which they represent.

Flag poles require a construction permit for structural review. (Ord. 2852 § 10 (Exh. A), 2011).

If a flag is not a sign, why does item 11 exempt these signs (flags) from obtaining a sign permit? Would the 12<sup>th</sup> man flag be a sign? The 12<sup>th</sup> man flag is not a **flag of any country, state or local jurisdiction** but is a **flag, emblem or insignia of a nonprofit organization.**

You may think this is petty, but the word is flagpole, not flag pole.

Thank you,

Evan Kaiser

**From:** David Koenig  
**Sent:** Thursday, December 22, 2016 12:54 PM  
**To:** 'roumx@comcast.net' <[roumx@comcast.net](mailto:roumx@comcast.net)>  
**Subject:** Response to email to Janis Lamoureux

Mr. Kaiser

This is the response to your email to Janis Lamoureux received on Wednesday December 21, 2016.

Information about the Planning Commission from the Marysville Municipal Code is below. This includes information on the City Council review of Planning Commission actions. Planning Commission is an advisory committee to the City Council and all the Marysville Municipal Code is approved by the City Council.

There are no city employees serving on the Planning Commission. Planning staff in the Community Development Department provide staff support for the Planning Commission and provide them staff reports and respond to information requests to help them make a recommendation to the City Council. Staff attend as needed. An example is the City Engineer attends when there are transportation and utility infrastructure topics to support Planning Staff. The minutes of the Planning Commission has a record of the staff who are in attendance at each Planning Commission meeting. These minutes can be found at the link below.

The next Planning Commission meeting will be January 10 in the City Council Chambers and they will be starting their review of the flagpole code related topics that evening. Additional meetings would be scheduled in the future. All meetings are open to the public and the public is encouraged to attend. The Planning Commission meets on the 2<sup>nd</sup> and 4<sup>th</sup> Tuesday of the month, as needed. Additional information about the Planning Commission may be found at:

<http://www.marysvillewa.gov/259/Planning-Commission>

Thank you for providing your thoughts on the code. Your email correspondence of Wednesday December 21, 2016, will be provided to the Planning Commission. Your questions and thoughts about the code expressed in your email will be provided to the Planning Commission for their consideration.

## **Chapter 22G.050 PLANNING COMMISSION**

Sections:

22G.050.010 Planning commission created.

22G.050.020 Appointment of members – Term of office.

22G.050.030 Expenses.

22G.050.040 Meetings – Officers – Rules.

22G.050.050 Quorum – Voting.

22G.050.060 Conflicts of interest.

22G.050.070 General powers and duties.

22G.050.010 Planning commission created.

Pursuant to RCW 35A.63.020, there is hereby created a city planning commission, which shall serve in an advisory capacity to the mayor and city council, and shall have such other powers and duties as may be provided herein or delegated to it by the mayor and city council. (Ord. 2852 § 10 (Exh. A), 2011).

22G.050.020 Appointment of members – Term of office.

The planning commission shall consist of seven members who shall be appointed by the mayor subject to confirmation by the city council. Members shall be appointed without regard to their political affiliation, and shall serve without compensation except as hereinafter provided. At least a majority of all commission members, at any time, shall be residents of the city. All members of the planning commission shall reside within the city's urban growth area. The term of office of each member shall be six years; said terms shall be staggered so that no more than two positions become vacant in any year. A commissioner may be removed from office by the mayor for inefficiency, negligence of duty or misconduct in office. (Ord. 2852 § 10 (Exh. A), 2011).

22G.050.030 Expenses.

The planning commission, as a body, or individual members thereof, may be reimbursed for actual and reasonable expenses in the performance of their duties in behalf of the commission. Such expenses may include, but are not limited to, such items as: travel and subsistence, registration fees and other costs incidental to meetings and conferences, professional and consulting services, educational fees, dues and assessments of professional planning organizations, subscriptions to periodicals and purchases of informational and educational texts, and similar expenditures that may be deemed necessary to increase the efficiency and professional ability of the members of the commission. Planning commission expenses shall be subject to authorization and approval by the city council. (Ord. 2852 § 10 (Exh. A), 2011).

22G.050.040 Meetings – Officers – Rules.

The planning commission shall annually elect a chairman from among its members. The commission shall hold at least one regular meeting in each month for not less than nine months each year. Regular meetings shall be open to the public, and shall be scheduled for a regular time and place. Notice of time, place and purpose of any special meeting shall be given as provided by law. The commission may adopt rules for transaction of business, and shall keep a written record of its public meetings, transactions, findings and determinations, which record shall be a public record. (Ord. 2852 § 10 (Exh. A), 2011).

#### 22G.050.050 Quorum – Voting.

A majority of the duly appointed and acting members of the planning commission shall constitute a quorum for the transaction of business. With a quorum being present, the commission may take action on any business upon an affirmative vote of a majority of those commissioners present. The chairman shall be entitled to a vote on all business. (Ord. 2852 § 10 (Exh. A), 2011).

#### 22G.050.060 Conflicts of interest.

Any member of the planning commission with a conflict of interest, or an appearance of fairness problem, as defined by Chapter 42.36 RCW, with respect to any matter pending before the commission, shall disqualify himself from participating in the deliberations and the decision-making process with respect to the matter. If this occurs, the mayor, subject to confirmation by the city council, may appoint another person to serve as a commissioner pro tem in regard to that matter. (Ord. 2852 § 10 (Exh. A), 2011).

#### 22G.050.070 General powers and duties.

The planning commission shall have the following powers and shall perform the following duties:

- (1) Prepare a comprehensive plan for anticipating and influencing the orderly and coordinated development of land and building uses of the city and its environs; hold public hearings on said plan, and any amendments thereto, and make recommendations to the city council;
- (2) Divide the city into appropriate zones within which specific standards, requirements and conditions may be provided for regulating the use of public and private land, buildings and structures, and the location, height, bulk, number of stories and size of buildings and structures, size of yards, courts, open spaces, densities of population, ratio of land area to the area of buildings and structures, setbacks, area required for off-street parking, protection of access to direct sunlight for solar energy systems, and such other standards, requirements, regulations and procedures as are appropriately related thereto; hold public hearings on the adoption of zoning ordinances and maps, and amendments thereto, and make recommendations to the city council;
- (3) Prepare a shoreline management master program for the shorelines of the city, and a shoreline environment designation map, as required by state law and city ordinance; hold public hearings on the same, and any amendments thereto, and make recommendations to the city council;
- (4) Review all proposed amendments to the city zoning code, subdivision code and shoreline management code; hold public hearings thereon, and make recommendations to the city council;
- (5) Conduct, on its own initiative or upon request by the mayor or city council, investigations into matters relating to the physical, economic and environmental development of the city, and public works and civic improvements, and submit reports and recommendations to the mayor and city council with respect to the same;



(6) Perform such other duties or responsibilities as may be specifically delegated by the mayor or city council. (Ord. 2852 § 10 (Exh. A), 2011).

**22G.020.040 Planning commission review.**

All proposals falling within the scope of the chapter will be introduced to the Marysville planning commission, which may schedule workshops as needed to consider the proposal. City staff may prepare a report and recommendations to the planning commission. Prior to making a recommendation to the city council, the planning commission shall schedule a public hearing pursuant to the procedures set forth in MMC 22G.020.060. After the public hearing and any further study sessions as may be needed, the planning commission shall transmit its recommendation to the city council through the community development department. (Ord. 2852 § 10 (Exh. A), 2011).

**22G.020.050 City council review.**

Following the review by the planning commission, the city council shall consider at a public meeting each recommendation transmitted by the planning commission. The city council may hold its own public hearing pursuant to the procedures set forth in MMC 22G.020.060.

Following such public meeting and/or public hearing, the city council may take any one of the following actions:

(1) Adopt the recommendation of the planning commission without changes.

(2) Adopt the recommendation of the planning commission with changes.

(3) Remand the recommendation or parts thereof to the planning commission for further review. In the event the city council remands a matter for further planning commission review, the council shall specify the time within which the planning commission shall report back to the city council with a new recommendation. All entities involved shall comply with the timelines unless the city council approves a request for extension of time.

(4) Any action by the city council shall be adopted pursuant to ordinance or resolution; provided, however, in the event the city council denies or disapproves any recommendation it may be done by motion. (Ord. 2852 § 10 (Exh. A), 2011).

**Dave Koenig** | Community Development Director

**CITY OF MARYSVILLE**

Community Development Department  
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360-363-8100 Office  
360-363-8211 Direct Line  
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[dkoenig@marysvillewa.gov](mailto:dkoenig@marysvillewa.gov)  
<http://marysvillewa.gov>

**From:** [roumx@comcast.net](mailto:roumx@comcast.net) [<mailto:roumx@comcast.net>]  
**Sent:** Tuesday, January 17, 2017 8:16 AM  
**To:** Janis Lamoureux <[jlamoureux@marysvillewa.gov](mailto:jlamoureux@marysvillewa.gov)>  
**Subject:** Please forward this to the planning commission members

City of Marysville  
Planning Commission

I am including some information that you might find is relevant to the flag and flagpole code revisions that you will be considering.

I was informed that I could not address the items on the agenda for 1-10-2017 since this was a work session. When I spoke during the meeting, I attempted to convey to you the following: Many documents from me and my wife were sent to you. Some of them have information that is not relevant to the code revision matters. Source documents were not included for some of these documents. The exclusion of these documents would make comprehension of many of our statements difficult. For example, consider the letter to Ms. Hirashima dated 11-8-2016. Without the emails submitted to Ms. Hirashima, how can one know what I am referring to when I reply to Mr. Koenig's email? That was the point that I wanted to suggest to you. The source documents should have been included to provide you with a clear and complete picture.

There are very few codes regarding flags and flagpoles and many of the existing codes are self contradictory and confusing. Ms. Gemmer now has MMC 22C.160.070 Prohibitions and this code appears to ban all flags from the city. Review of this section will be completed by the planning department.

The planning department and possibly the planning commission might want to reference: The United States Flag: Federal Law Relating to Display and Associated Questions Updated 1-24-2011. This is on the internet. Also, RCW 64.38.033, RCW 9.86.010, 9.86.020, and 9.86.030 and other related material. .

If the planning members would access the internet they would find many informative articles about flags and flagpoles. Many of the hazards created by flying flags that are too large, poorly manufactured flagpoles and the improper installation of flagpoles are described. The flagpoles that created the need to revise these codes were EZPOLE flagpoles and this website ([ezpole.com](http://ezpole.com)) does suggest the manufacturer's suggested height limits based on the type of home and lot size. The suggested heights are 13, 17, and 21 feet. 21 feet exceeds the current code limit of 20 feet. Should reasonable height limits be considered based on the actual locations of flagpoles? For example a small, irregularly shaped front yard of about 300 square feet on a 7,000 square foot lot versus a large rectangular shaped front yard of 1,000 square feet on a 7,000 square foot lot. Should there be different limits for one acre and larger sites and large estates?

## Flags

**Example Definition---**A **flag** is a piece of fabric (most often rectangular, triangular or quadrilateral) with a distinctive design that is used as a [symbol](#), as a signaling device, or as decoration. Should the definition be specific and determined by planning commission?

Three of the many factors to consider are the size of flags, the types of flags and flagpoles.

Size of flags.

Without limits someone can display a 20 x 40 foot wide flag. Is such a flag size reasonable for a single family home located on a lot of less than one acre? What about on a 20 acre site? Should the city establish the size of the flags that can be flown or just rely on the manufacturer/s recommendations or any individual's decision?

Types of flags

1. Types of flags that are allowed. Can the city impose any restrictions? Contact city attorney? Limit to Flags of any nation, state, or local jurisdiction? Can the following be restricted or allowed: nautical flags, custom made flags promoting or criticizing anything like gun ownership and any other causes, the KKK, historical flags? Etc.

Should the Code allow only those that you want to allow and which can be legally restricted?

Current code 22A.020.200 Presently, clearly states that any flag of any county, state or local jurisdictions is not a sign. Therefore, they can be flown. Should this definition be eliminated?

**Non profit organizations**—should these be flags or signs? Some types of non profits: Endangered Species International, Project Homeless, Shanti Project, Global Washington, 501 Commons, 12<sup>th</sup> man flag and any other sports team's flags or banners.

Should citizens be exposed to 24 hour displays of these types of flags?

Flagpoles

1. Should flagpoles be allowed on single family residential lots?

2. Definition of flagpoles

22A.020.070

Definition is a complex problem due to many sizes, types and designs. #1 and #2 What is tall? 3', 6', 40 feet?

#3 Is this the best definition? Would include the small types of flagpoles that can be attached to a house or a fence or a structure. Any codes would then apply to these small flagpoles. Should the Code differentiate between these types of flagpoles and possibly limit size and placement of both types of flagpoles?

Should flagpole construction be limited by the type of material used in the construction?

Could one build a 30 foot flagpole out of wood under the current or revised code?

Should flagpoles require a building permit and a structural review by a structural engineer? China has produced many inferior products such as sheetrock and laminated flooring that were installed and that had to be removed from homes. Should any manufacturer/s instructions for the installation of flagpoles in concrete foundations be reviewed by a structural engineer?

Should the new code limit the number of flagpoles that can be installed on a lot?

Someone might want 2, 3, or 10 flagpoles to display many flags.

### Height Limit of flagpoles.

22c.010.220 This code refers to 22c.010.080 and the only height limit that I find in this code is the base height of 30 feet. This code does reference codes 22c.010.100 through 250.

22C.180.020 limits the height of a flagpole to 20 feet for lots less than one acre. Are there current height limits for flagpoles on sites over one acre? The planning department comments appear to indicate that flagpoles will remain classified as accessory structures. Will they remain as accessory structures?

The new code .220 would increase the flagpole height to at least 40 feet and five feet above the highest point of the roof (roof of what?). This 40 foot limit would conflict with the accessory structure limit of 20 feet. Would this new code allow flagpoles of any width depth or diameter? Different height limits are placed on flagpoles of less the five feet in diameter, and those with a diameter greater than five feet. Picture a 40 high flagpole or any structure that is five or more feet in diameter on a very small, irregularly shaped front yard. .

### 22c.010.210

3. This code would conflict with the current set back requirements for flagpoles. The current set back requirements have some problems. For example code .210 would limit flags from flying over adjacent properties, which is good since the present code does not place such a limit. Because of varying wind directions it would be almost impossible to place a flagpole on the property line and not have the flag flying over the adjacent property. Is allowing any of the items mentioned in section 3 to project to the property line advisable? A 30 foot high antenna and all of the other items could be placed right at the property boundary. Shouldn't these items be kept out of the required set back areas? Should consideration be given to removing all of item 3, including the current sentence allowing these encroachments to the property line?

When considering the height of poles, lights, antennas, flagpoles and other items that are 20 feet or more in height should the fall distance be considered? For example someone wants to install a 25 foot flagpole or similar item five feet from the side yard property line. If this flagpole were to collapse onto the adjacent property, damage to an individual or structures on the adjacent property might result. If this flagpole must be located on the subject site at least 25 feet from any adjacent property boundary, only the owner installing this flagpole might be damaged.

### 22c.160.080.

The first sentence clearly states that this section pertains to signs. Therefore, Item 11 now classifies certain flags as signs. The former definition of signs specifically stated that certain flags are not signs. The revised definition of signs eliminates this exclusion. Number 11 and the definition of signs need correction and clarification. Number 11 clearly states that flags emblems or insignia of non profit organizations are signs. This is good if the planning commission wants to prohibit the flags of all of the non profit organizations. Allowing the display of one non profit organization might be difficult to do, if others are excluded. Should the city attorney be contacted to clarify this question?

This revised section allows flagpoles to be constructed without obtaining a building permit. Does the commission agree with this section? This section removes the requirement that flagpoles obtain a construction permit for structural review? Does the commission agree with this section? Should the definition of a structural review be clarified? For example, a structural review is a review of the plans by a licensed engineer? By removing these requirements, is the public safety put at risk?

While reviewing the codes I read section 22c.010.250 Nonresidential land uses in residential zones.

The title refers to nonresidential land uses. Item 4 refers to a dwelling unit which is a residential land use. Should item 4 be included in this section? Is there a more applicable code in which item 4 should be placed?

(4) A single detached dwelling unit allowed as accessory to a church or school shall conform to the setback requirements of the zone.

Sincerely yours

Evan Kaiser



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

## MEMORANDUM

**DATE:** January 20, 2017

**TO:** Planning Commission

**FROM:** Angela Gemmer, Senior Planner

**RE:** 2016-17 Code Amendments: STAFF RECOMMENDATION – Flags and Flagpoles

**CC:** Dave Koenig, Community Development Director  
 Chris Holland, Planning Manager  
 Cheryl Dungan, Senior Planner  
 Amy Hess, Associate Planner

At the January 10, 2017 Planning Commission workshop, proposed amendments pertaining to the treatment of flags and flagpoles were presented. At that workshop, the Planning Commission expressed concerns regarding both the height of flagpoles and the proposed setback requirements. In response to these concerns, revisions to the flagpole regulations were drafted which are set forth below.

When amending flagpole regulations, consideration should be given to the typical placement of single family residences on lots so that regulations do not unduly prevent a property owner from installing a flagpole. For example, since most residences are subject to setbacks of 20' from front and rear lot lines, and 5' from side lot lines, requiring a 20' setback for a flagpole could restrict display of the flagpole to the rear yard if the structure is built at the 20' setback line which is typical for many newer homes.

Additionally, consideration should be given for existing flagpoles, which have remained unregulated within the City of Marysville. In a recent visit through a neighborhood, staff photographed seven (7) existing flagpoles within a quarter mile radius that would be non-conforming if provisions for flagpoles are too restrictive (see attached).

### **Amendment 7**

#### **STAFF RECOMMENDED CODE AMENDMENT:**

#### **DEFINITIONS**

##### **22A.020.070 "F" definitions.**

"Flagpole" a tall pole from which a flag hangs.

##### **22A.020.200 "S" definitions.**

"Sign" means any device, fixture, or placard that is visible from a public right-of-way or surrounding properties and uses graphics, symbols, logos, or written copy conveying a message or image and used to inform or attract the attention of the public,

such as advertising or identifying an establishment, product, goods, service or activity. A sign may have multiple faces and advertise multiple on-premises establishments, businesses, products, services, or activities. This definition does not include any flag of any country, state or local jurisdiction. Unless the context clearly provides to the contrary, a "sign" as used in this chapter also includes the "sign structure."

## **RESIDENTIAL ZONES – HEIGHT**

### **22C.010.220 Height – Exceptions to limits.**

The following structures may be erected above the height limits of MMC [22C.010.080](#):

- (1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; and
- (2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, and utility line towers and poles.
- (3) Flagpoles may rise ten feet above the height limit, or five feet above the highest point of the roof, whichever is greater.

## **RESIDENTIAL ZONES – SETBACKS**

### **22C.010.210 Setbacks – Projections allowed.**

Projections may extend into required setbacks as follows:

- (1) Fireplace structures including eaves and factory-built garden or bay windows may project into any setback, provided such projections are:
  - (a) Limited to two per facade;
  - (b) Not wider than 10 feet; and
  - (c) Not more than 24 inches into a side setback or 30 inches into a front or rear setback;
- (2) Uncovered porches and decks, including stairs, which exceed 30 inches above the finished grade may project:
  - (a) Eighteen inches into side setbacks; and
  - (b) Five feet into the front or rear setback;
- (3) Uncovered porches and decks not exceeding 30 inches above the finished grade, and uncovered accessory structures such as radio antennas and dishes, mechanical equipment, play structures, and tennis courts, may project to the property line, provided that, with the exception of uncovered porches and decks, the front property line setback for the zone shall be observed;
- (4) Eaves may not project more than:
  - (a) Twenty-four inches into a side setback;
  - (b) Thirty-four inches into a front or rear setback; or
  - (c) Eighteen inches across a lot line in a zero lot line development.
- (5) Accessory structures such as flagpoles and lampposts shall be setback a minimum of five feet from all property lines, provided
  - (a) They are not located within a utility or access easement, and;
  - (b) Flags are not displayed in a manner that would cause the flag to encroach onto a neighboring property.

## **COMMERCIAL ZONES**

### **22C.020.190 Height – Exceptions to limits.**

The following structures may be erected above the height limits of MMC [22C.020.080](#)(2):

- (1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; and
- (2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, flagpoles and utility line towers and poles.

## **SIGN CODE**

### **22C.160.080 Exemptions.**

The following signs are exempted from obtaining a sign permit, but must comply with all other requirements of this chapter and with the specific requirements set forth below for each type of sign:

- (1) A change in the face of the sign or advertising copy of an existing, legally permitted, sign.
- (2) Temporary and special event signs meeting the requirements of MMC [22C.160.230](#).
- (3) On-premises and portable commercial or real estate signs meeting the requirements of MMC [22C.160.230](#)(5) and (6).
- (4) Political signs meeting the requirements of MMC [22C.160.230](#)(7).
- (5) Nonelectric signs not exceeding four square feet per face, which are limited in content to the name of occupant and address of the premises in a residential zone.
- (6) Instructional signs, not exceeding six square feet per sign; provided, that foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.
- (7) Menu signs. Foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.
- (8) Seasonal decorations. Reasonable seasonal decorations within an appropriate holiday season or during a festival are exempt from this section as long as such displays are removed promptly at the end of the holiday season or festival.
- (9) Sculptures, fountains, benches, lighting, mosaics, murals, landscaping and other street furniture and design features, which do not incorporate advertising or identification.
- (10) Signs not visible from public way. Exterior and interior signs or displays not intended to be visible from streets or public ways, signs in the interior of a building more than three feet from the closest window and not facing a window, window displays and point of purchase advertising displays such as vending machines.
- ~~(11) The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization, subject to the guidelines concerning their use set forth by the government or organization which they represent. Flag poles require a construction permit for structural review.~~
- ~~(11)2~~ Traffic or other municipal signs, signs required by law or emergency services, railroad crossing signs, legal notices, and any temporary signs specifically authorized by the city council or authorized under policies and procedures adopted by the city council.
- ~~(12)3~~ Signs of public utility companies indicating danger or which serve as an aid to public safety or which show the location of underground facilities or of public telephones.
- ~~(13)4~~ Memorial signs or tablets, names of buildings, stained glass windows and dates of erection when cut into the surface of the facade of the building or when projecting not more than two inches.
- ~~(14)5~~ Incidental signs, including, but not limited to, "no trespassing," "no dumping," "no parking," "private," signs identifying essential public needs (i.e., restrooms, entrance, exit, telephone, etc.) and other information warning signs, which shall not exceed three square feet in surface area.



~~(1516)~~ Flush-mounted wall signs which are used to identify the name and address of the occupant for each dwelling, provided the sign does not exceed two square feet in sign area.

~~(1617)~~ Gateway entrance signs. Gateway entrance signs that comply with the city of Marysville gateway master plan. Foundation, anchorage, attachments and other structure support of the sign and electrical connection require construction permits.

Community Development staff requests the Planning Commission review the revised STAFF RECOMMENDED amendments related to flags and flagpoles, and provide direction on finalizing the proposed amendments.









**From:** [roumx@comcast.net](mailto:roumx@comcast.net) [<mailto:roumx@comcast.net>]  
**Sent:** Wednesday, January 11, 2017 8:34 AM  
**To:** Jon Nehring <[jnehring@marysvillewa.gov](mailto:jnehring@marysvillewa.gov)>  
**Subject:** Many

City of Marysville, WA  
Office of the Mayor

From: Evan and Patricia Kaiser  
Please respond by email

Dear Mayor Nehring,

After reviewing this data, could you please give us a reasonable estimate of when we might expect a completed reply? We would appreciate a response to our questions about the three codes mentioned in the first three pages of this email as soon as possible and this answer can be provided without a response to the remaining questions.

We are addressing this email to you because you are a full time city employee who presides over the council meetings. We believe that this message addresses at least two of your stated priorities which are as follows:

*Maintaining public safety as a top priority and ensuring that integrated and innovative approaches to policing are responsive to community needs and built around a partnership of trust between citizens and police personnel.*

*Maintaining customer service, transparency and accountability in city government, and prioritizing constituent issues with prompt response*

The city now knows that code revisions are necessary and that there were a limited number of codes pertaining to the construction of flagpoles and the display of flags. Revision of some codes will occur and the implementation of more should result from the review process. Many safety issues were not addressed by the current codes. These actions were taken as a result of the complaints that we filed and the questions that we asked. There are several more problems present in the various city departments, and the MMC, which we will address in the future.

The mention of individual names and actions in this statement is not a personal attack on these people. We do question some of the city employees' decisions, actions and refusal to act. We present these matters to notify you of these matters, for you and the council members to review and for all of you to decide if constructive measures are warranted

The city has many competent, helpful, knowledgeable and efficient employees. Over the years we have met several and recently, many more. As with any organizations there are employees who do not always meet these standards.

This is not a complaint, but a request for information and a statement to you and the council. We know that you, personally cannot answer all of these questions, but we believe that we deserve answers to these questions. Our questions and this statement do reveal a lack of attention to detail by several employees and does request the facts on which certain decisions were based. This is a long statement that covers many items and includes comments regarding a three month process that according to Mr. Koenig should have been resolved in 2 to 3 weeks. We agree with Mr. Koenig's estimated time of completion, which was not achieved.

As with all organizations the city is a functioning entity and better, more efficient policies can be instituted. We do have some suggestions that if adopted will result in clarification and possibly revision of existing city policies which should reduce city expenses. We will be presenting these suggestions to the council in the future. We are interested in improving city government and contributing constructive changes to provide a better, overall living environment in Marysville.

We believe that our statements indicate that there are some serious problems that exist in the Community Development Department and that the council should be made aware of these problems. The council cannot be aware of every interaction between the public and city departments and every process or policy of every city department. We believe that based on the information that is included in this statement and information that will be provided to you soon, that at some time in the near future someone outside of this department should review some of the procedures and actions of some of the management and employees in this department. Many of the reasons for the statement made in the previous sentence are presented here and in our previous emails to various city employees.

We do refer to Mr. Koenig and our comments about him are based solely on our experiences with his job performance. This is not a complaint. We believe that the council should be made aware of some of the decisions, interpretations and lack of responses that occurred during the investigation of our complaints. Mr. Koenig has many discretionary powers that, when exercised, may have a significant impact on the city. He should be able to justify his statements and decisions and his written responses to questions should be complete, accurate, and comprehensible. We mentioned most of our disagreements with his conclusions, analysis, statements and logic in previous statements, but several more and different ones are listed in this statement.

#### Confusing and contradictory codes.

Currently, our main concern is the 21 foot high flagpole at 2914 73<sup>rd</sup> Ave. NE that was relocated from the previous illegal location to a nearby location. Mr. Koenig approved this height even though the code restricts flagpoles to 20 feet. We do have some questions about this approval, which are included later in this statement. The new location of this flagpole will not reduce the noise generated by this flag and the illegal sign that are displayed. We have no desire to restrict the legal display of our nation's flag, or the 12th man flag (a sign). We did and will object to any excessive noise levels

created by the display of the flag and the 12th man sign. The U.S. flag and 12<sup>th</sup> man banner or flag are displayed 24 hours a day. The following codes clearly define the 12th man flag as a sign and contain contradictory statements about the status of the U.S. flag as a sign. These types of signs are prohibited in residential neighborhoods. We are not attorneys but believe that our statements in the last two sentences are correct based on the existing codes. These are the current codes and we would like responses to our questions based on these codes. We previously requested responses to these questions and have received no clarification of these codes.

#### 22C.160.070 Prohibitions.

The following signs are prohibited in the city and are subject to the specific prohibitions, requirements, and exceptions set forth below for each type of sign:

(9) Streamers, pennants, and banners. Displays of **banners**, festoons, **flags**, posters, pennants, ribbons, streamers, strings of lights, chasing strobe or scintillating lights, flares, balloons, bubble machines and similar devices are prohibited when the same are visible from any off-site location, including but not limited to any public right-of-way, except as provided in MMC [22C.160.230](#). Where such signs or devices are not visible from off site, this prohibition does not apply. *This code apparently prohibits all flags. If so, why are flags flying on any flagpole?*

#### 22A.020.200 “S” definitions.

“Sign” means any device, fixture, or placard that is visible from a public right-of-way or surrounding properties and uses graphics, symbols, logos, or written copy conveying a message or image and used to inform or attract the attention of the public, such as advertising or identifying an establishment, product, goods, service or activity. A sign may have multiple faces and advertise multiple on-premises establishments, businesses, products, services, or activities. **This definition does not include any flag of any country, state or local jurisdiction. Unless the context clearly provides to the contrary, a “sign” as used in this chapter also includes the “sign structure.”** (Ord. 2955, 2014; Ord. 2870 § 5, 2011; Ord. 2852 § 10 (Exh. A), 2011).

#### 22C.160.080 Exemptions.

**The following signs are exempted from obtaining a sign permit**, but must comply with all other requirements of this chapter and with the specific requirements set forth below for each type of sign:

**(11) The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization**, subject to the guidelines concerning their use set forth by the government or organization which they represent. Flag poles require a construction permit for structural review. (Ord. 2852 § 10 (Exh. A), 2011).

If a flag, emblem or insignia of a nation or other governmental unit or nonprofit organization is not a sign, why does item 11 exempt these signs (flags) from obtaining a sign permit? The 12<sup>th</sup> man flag is not a **flag of any country, state or local jurisdiction** but is a **flag, emblem or insignia of a nonprofit organization**. Based on these codes definition, the 12<sup>th</sup> man flag is a sign. If the 12<sup>th</sup> man flag is a sign, the flagpole is a sign structure and a sign structure is prohibited in a residential neighborhood. Quoting 22A.020.200: “Unless the context clearly provides to the contrary, a “sign” as used in



this chapter also **includes the “sign structure.”** Displaying the 12<sup>th</sup> man flag would require removal of the flagpole (the sign structure). Are these codes clear? If so, is a U. S. Flag a sign? Is the 12<sup>th</sup> man flag a sign? These codes may be revised soon, but until revised these are the current codes. These questionable definitions would have had no effect on the processing of our previous complaints. The codes that were violated in our previous complaints are very clear.

We believe that the 12<sup>th</sup> man flag/banner is a sign per the above codes. Mr. Koenig was supplied several pictures showing this 12<sup>th</sup> man sign. Why did Mr. Koenig not inform the homeowner that such a display is not permitted by the code? We requested clarification of these codes several times and have received no clarification of the city's interpretation of these codes.

If the city wants to allow 12<sup>th</sup> man flags, extensive consideration should be given to the other types of non profit organizations that could request the same treatment. Does the city want flags of various non profit organizations displayed on 21 foot high flagpoles in residential areas? Since Mr. Koenig just approved two new installations with this height, how can any other applicant be denied the same consideration?

These codes were written by someone in the city, reviewed by the city attorney and read and approved by the city council. We understand that the council relies on the staff and we believe that the reading and approval of ordinances by the council is based on the recommendations of the staff and not a complete and thorough review of each item by the council. The confusion in these codes is apparently due to a lack of a complete review by the author of these codes, the city attorney and the council. We believe that the council should want to know why these apparently contradictory codes were submitted for the council's approval. We believe that there is a simple explanation for this problem and that explanation is inattention to detail. When revising a code the individuals responsible for creating and approving the codes should at the least review the definitions that are in each chapter.

We have noticed several other codes that exhibit the same problems mentioned earlier and we believe that there are many more codes that are unclear, contradictory or confusing. Ms. Hirashima indicated that certain codes will be addressed at the planning department hearings, so some codes will be revised and or corrected. The problem of poorly worded codes appears to be significantly greater than those that address flags and flagpoles. We would like to know if you believe that the council should be made aware of this problem and institute a more reliable system to eliminate these types of errors in the future? Should the council review the system that presents ambiguous and contradictory codes for their approval? Please email us a list of the codes that Ms. Hirashima has asked the planning department or any other department to review. If you wish, we will, in the future, provide more examples of these types of codes (that are not on Ms. Hirashima's list) for you and the council to review. .

After we contacted Ms. Hirashima, Mr. Koenig's responses to our emails were more prompt and of slightly better quality. Many of our previous questions would not have

been necessary if Mr. Koenig had effectively processed our complaints in the 2 to 3 week time period that he indicated would be applicable. We will explain this sentence later in this statement and in another email to you that includes a time line that is similar to Ms. Hirashima's time line. .

Clarification of parts of our 11-28-2016 statement and questions.

In our statement to the council on 11-28-2016 we stated that we are detailed oriented people. By this statement, we mean that if we submit three questions to a city employee or official, we expect answers to three questions. We expect to receive responses that are complete, factual, supportable, accurate and comprehensible. We should not be required to submit numerous requests for the same information. The fact that we are detailed oriented does not mean that we do not make mistakes.

Ms. Hirashima assured us that the city does investigate and enforce violations of the MMC. Following are some questions to which we would like responses:

We have repeatedly asked for the dates that the code inspectors visited 2914 73<sup>rd</sup> Ave NE. We would like to know why the city cannot answer this simple question. Does the city not have records of these visits?

Are Mr. Koenig's statements that the lack of a flag or a change in the flagpole height somehow changes the status of the flagpole to something other than a flagpole supportable, reasonable or accurate? If these statements can be supported, please supply the logical facts that would verify his statements. On 9-7-2016, he stated that a flagpole is easily recognizable, but since then he has experienced difficulty in identifying this flagpole and the valid code violations that existed. The fact that a building permit was recently issued to relocate the flagpole would certainly contradict Mr. Koenig's statements. Mr. Koenig has many discretionary powers and should be able to justify his statements and decisions.

We would like to know why Patricia Kaiser's noise nuisance complaint was not investigated and have repeatedly requested this information. The main reason that Evan filed his original complaint was because of the noise generated by these flags, and the fact that we did not learn of the noise nuisance codes until later. The flags were still in place when her complaint was filed. The city visited the site and took a picture of the flying flags. If the city had investigated this matter then, the city would have reliable data regarding the noise levels produced by the flags displayed on a 21 foot high flagpole. Such data might have affected the issuance of the future flagpole building permits that were issued to 2914 73<sup>rd</sup> Ave. NE and 2909 73<sup>rd</sup> Ave. NE. Knowing that flags flown at 21 feet produce excessive noise the city might have been given more consideration to limiting the height of flagpoles to a height similar to the flagpole manufacturer's suggested height of 13 feet. Not investigating this noise complaint in a timely fashion has only delayed the investigation. Due to the adjacent, small, irregularly shaped front yard, we advised the city and the homeowner that relocating this flagpole to the new location would not reduce or eliminate the noise nuisance caused by the two flags that are consistently flown from this flagpole. This new location is less than 20 feet

from our property boundary and possible 20 or so feet from the previous location. Noise from the previous location was noticeable more than 50 feet away, and inside our home.

Because the noise generated by the flag and sign at 2914 73<sup>rd</sup> Ave. NE will most likely become a future issue, we would like to know the basis and the procedure that will be followed for this investigation. In an email dated 11-18-2016 Mr. Koenig stated "When the flag pole is relocated with the new lighter flag this should address your concerns. If the new flag in the new location is perceived as too loud in your home by you, we can have **someone go into your house** and take noise measurements."

What facts indicate to Mr. Koenig that this new flagpole location should address our concerns? Is this statement and conclusion based on facts, accurate and supportable? What facts did he consider? Are both the flag and the sign being replaced with newer lighter flags? Is the 12<sup>th</sup> man flag a sign? We informed the city and the homeowner that any new location in this small, irregularly shaped front yard would almost certainly not resolve the noise nuisance issue. Did Mr. Koenig ever visit this site? Did any city employee indicate to Mr. Koenig that based on this new location noise from these two flags would not intrude onto our property and not create a noise nuisance complaint? The nearest property boundary is probably less than 20 feet away from this new flagpole location and noise from the previous location was noticeable inside our home and at distances greater than 40 feet. Did Mr. Koenig notice that in all of the pictures of flying flags that there was a flag and a sign flying? As explained later, this new location will not resolve the noise nuisance issue. A reduction in the flagpole height might cure this problem. Because this is a telescoping flagpole a reduction in height can be easily be accomplished. A restriction on the flagpole height to 13 feet, based on the manufacturer's recommended flagpole height, when the permit was issued, might also have solved this problem.

There are always two flags flying at this site when flags are displayed. Previously the flagpole was always extended to 21 feet when flags were flying. Mr. Koenig states that he will monitor the noise levels inside our house to determine if there is a code violation. Noise levels are not to intrude onto an adjacent property. MMCs 6.76.020. (5) states "Property boundary" means the surveyed line at ground surface, which separates the real property owned, rented, or leased by one or more persons, from that owned, rented, or leased by one or more other persons, and its vertical extension. This code means that for a complaint to be filed, the noise must extend only onto our property, not into our home or house. Will the city investigate and enforce the code as written or can Mr. Koenig change this code with his discretionary powers? If he has this discretionary power, please explain in detail why the city would investigate a noise nuisance violation in the manner that he suggests. We request a response to this question because the flags are now flying 24 hours a day. At noon on 12-29-2016, excessive noise from the flags was noticeable inside the home and as far as 30 to 50 feet inside our property boundaries. We did not investigate any further than the areas and distances mentioned in the preceding sentence. At the same time that these flags were creating noise the flag at 2909 73<sup>rd</sup> Ave. NE was unaffected by the wind. There is a significant difference in

the wind velocities between these two locations. During the night from 1-8-2016 to 1-9-2017 our family members' sleep was interrupted due to excessive noise from flapping flags. This notice to you is not a noise complaint, merely information.

We were confident, and informed the city and the homeowner, that relocating the flags to another location in this small front yard would not eliminate the noise levels that are produced by these flags. The city was not required to approve this new building permit since this flagpole is 21 feet high and the current code height limit is 20 feet. No homeowner has the right to construct a structure that does not conform to the code. According to Ms. Hirashima's reply, Mr. Koenig decided to allow a structure to be installed that exceeded the code height limit based solely on a one foot differential and industry standards. Due to this minor difference such a decision might be considered to be reasonable. Is this one foot difference a variance that must be applied for and notice given to adjacent property owners? This 21 foot height exceeded the manufacturer's recommended height by 8 feet. One might conclude that the manufacturer's recommended heights are industry standards. Why did these employees not consider the manufacturer's recommended height limits? We conclude that these factors were not considered because they are not mentioned in the building permit file or in your response. Was Mr. Koenig's decision the best decision for the city based on the available data? Should 21 foot high flagpoles be permitted on small residential sites? If not, why grant exceptions to two different addresses?

There are actually two flagpoles that were granted this one foot change in height. Does the decision to allow this 21 foot flagpole permanently change the existing 20 foot high limit for all future flagpole installations? If not why was special consideration given to this flagpole and the flagpole at 2909 73<sup>rd</sup> Ave. NE? Was the fact that these two homeowners had already bought and installed, without permits, 21 foot high flagpoles a factor in making this change? Was this a code variance granted only to these homeowners? If this is a variance, were the proper requirements for granting a variance completed? Were the flagpole manufacturer's recommended flagpole height limits reviewed prior to this change? Is the manufacturer's recommended height of 13 feet an industry standard? Flagpoles are lightning rods. How close to gas lines should these flagpoles be located? Was the city aware that this particular lot is exposed to higher wind levels than some surrounding lots? Prior to approval of this building permit had anyone approving this permit visited this site? After visiting this site and before completing this permit did any of the city employees question the advisability of locating a 21 foot high flagpole on this site? Is the 21 foot high flagpole that is located in a very small front yard that is exposed to more wind than surrounding sites advisable? Should the city have considered that a smaller height (similar to the manufacturer's recommendation) would be best for this particular site? Did the city officials have all of this information available to them before granting this height change? Would this completed flagpole with flags flying be aesthetically pleasing (a consideration mentioned in MMC 22A.010.030) to the majority of the populace? Who would determine whether this flagpole is aesthetically pleasing? Shouldn't such factors be considered before making height limit changes? Was the decision to grant this permit the best solution

given the fact that these codes will be soon be reviewed, revised and replaced? Both of these flagpoles were previously installed without the proper permits.

There are many more facts about flagpoles that should have been considered before these permits were granted. These permits are now complete and any future code changes will not apply to these two flagpoles. The city was not required to issue these permits because of the current 20 foot height limit. We present two possible options to Mr. Koenig's decision to allow a one foot exception to the code in order to approve the permits for these two flagpoles.

1) Mr. Koenig should be aware that higher flagpoles expose the flags to higher wind velocities which generate more and louder noise. This telescoping flagpole has adjustable heights of at least 13, 17 and 21 feet. Since the 21 foot high flagpoles would not conform to the current code, why not allow the flagpoles to be installed with a 13 foot height limit (manufacturer's recommended height) as a condition for granting these permits? Did Mr. Koenig or any city official ask either of these homeowners if such a limit would be acceptable to them?

2) The applicants would not have been harmed by delaying the approval and construction of this flagpole. The city could have required that this flagpole and the existing flagpole at 2909 73<sup>rd</sup> Ave. NE. be lowered and kept in the lowered position until new codes were imposed. This would insure that these flagpoles would conform to any newly approved codes. Did Mr. Koenig or any city official ask either of these homeowners this type of limitation would be acceptable to them?

We would like to know the extent to which the city considered various factors in granting these two permits. We do realize that any flagpole permit application that met current codes would have been approved. The city shared our concerns that the present codes were inadequate and indicated that these codes would be updated and clarified within the next three months. Why did the city conclude that these flagpole permits, which required special considerations, should be processed before these possible revisions? Having these two flagpoles conform to any new code requirements would appear to be the best solution.

In her response to us, Ms. Hirashima quotes section 22C.180.020 Accessory structure standards.

(1) Accessory structures on properties less than one acre in size shall comply with the following density and dimensional requirements:

(c) The community development director may allow minor deviations to these dimensional requirements in order to accommodate industry standards for building dimensions.

The basis used by Mr. Koenig to allow the violation of the 20 foot height limit appears to be item c "in order to accommodate industry standards for building dimensions". One would conclude that the 20 foot code height limit was set for specific reasons. There are 21 foot high flagpoles and 20 foot flagpoles listed for sale and both are industry standards. Was this change to allow a 21 foot high flagpole made because two

homeowners already owned 21 foot high flagpoles? One can only conclude from this information that in spite of all the reasons not to allow a 21 foot high flagpole on this site that Mr. Koenig concluded that allowing this minor change was the best conclusion even though this height exceeded the manufacturer's recommended height by 8 feet. One might conclude that the manufacturer's recommended flagpole heights are industry standards. At the least, these recommendations are better than any present code limits. We would like to know the basis and reasoning for Mr. Koenig's decision. One might expect that this information would be in the building permit file, but there is very limited information in this completed file. According to your reply, the basis is a one foot differential. Why were the manufacturer's recommendations, the 20 foot height limit and many other factors not considered? Was a variance for this one foot difference required? If so, why weren't the property variance procedures adhered to in processing this permit? Was Mr. Koenig's decision the best decision for the city based on the available data?

Would you, as Mayor, conclude that all of the facts were considered and that the decision to grant this one foot waiver was in the best interest of the city?

We have now been advised (after three requests for this information) that the plan review or review by a building official is now a structural review. The city made this decision. Evan has seen several structural reviews (a review of structural plans which were always prepared by licensed engineers) and a structural review of the plan submitted to the city would contain many items not available on this plan. The city has made their decision. One can only hope that the definition of a structural review and the data that must be included in a structural review will be changed with a review of this code.

Mr. Dorcas and Mr. Koenig completed this building permit file. Both individuals should set the example for their employees. One might expect that all pertinent data regarding this permit would be in this permit file. Missing from this building permit file are any appropriate comments about the fact that the code height requirement was changed, why it was changed, the applicable code that allows this change and the individual who made this change. There are no comments as to why a 21 foot height was considered to be the best height and why the manufacturer's recommended height of 13 feet was not applicable. There are no comments regarding the fact that the manufacturer's height limits were reviewed, considered or even available to these employees. There should also be comments stating that the plan review is a structural review including the name of the individual making this decision. There are no comments regarding the fact that the plan review fee was waived, why the fee was waived, who waived this fee and the code that allows this person to waive this fee. No one reading this file will ever be aware of these facts.

One might expect to see comments like the following: The flagpole height of 21 feet, which exceeds the code limit of 20 feet, is approved by Mr. Koenig per code section 22C etc. This change is not a variance due to code number xxx and applies only to this permit. These types of comments would clarify some issues. Is this change in height a

variance? If so, was an application for a variance submitted and were the proper procedures followed? If this was a variance the appropriate comments should be in this file. Does this height limit change apply only to this permit? Is a new city wide height limit of 21 feet for flagpoles established by this one foot change?

Additional comments should include a statement that the manufacturer's height limits are not applicable due to the following reasons xxxxx. A plan review fee was not charged for this permit. The appropriate comments regarding the waiver of this fee and the lack of a structural review should be included in this file. These comments might be as follows: This plan review is considered to be a structural review by (employee name). The plan review fee is waived by (name of employee) per MMC number xxx and this fee was waived because a minimal review was needed. If the appropriate comments were included in this file, we would never have questioned this matter and Ms. Hirashima would not have had to waste her time obtaining the answer and responding to our questions. These same questions should be asked about the permit and the lack of the preceding information in the permit file for the flagpole that was granted to 2909 73<sup>rd</sup> Ave. NE. This 21 foot high flagpole permit was issued for the same reasons as the flagpole at 2914 73<sup>rd</sup> Ave. NE.

We have questioned some of Mr. Koenig's previous statements and decisions and his decision to allow this non conforming flagpole to be installed now means that many other flagpoles of the same or a greater height can be installed. The two city employees relied on the manufacturer's plan to make their decision. We believe that we and Mr. Koenig have a limited knowledge of flagpoles and the dangers, construction requirements and other factors that should be considered in determining the code requirements for the MMC. We wonder why Mr. Koenig placed so little emphasis on the manufacturer's recommendations for flagpole height, when he opted to allow the one foot height differential between the MMC and this flagpole. Did Mr. Koenig review the manufacturer's recommendations for flagpole heights, which were readily available? The manufacturer recommends a flagpole height of 13 feet for small single family homes, like the subject, and 17 feet for mid size homes or 2 story structures. The present location is in a very small, irregularly shaped front yard and a 13 foot height is recommended for this type of location. A 21 foot height is recommended for large homes (probably estates) or large areas. Are these recommended heights industry standards? Did Mr. Koenig conclude that although the 21 foot height of this flagpole exceeds, by 8 feet, the manufacturer's recommended height, that the 21 foot height should become a standard height for the city? Please supply us with the reasoning that supports Mr. Koenig's decision to ignore the manufacturer's recommended height limits. One might conclude that pertinent comments would be in the building permit file. One might conclude that the same emphasis would have been placed on the manufacturer's suggested flagpole heights as that placed on the manufacturer's plan for installation. We conclude that Mr. Koenig may not have been aware of the manufacturer's recommended height limits since there is no mention of these facts in Ms. Hirashima's response and the building permit files for 2914 73<sup>rd</sup> Ave NE and 2909 73<sup>rd</sup> Ave. NE.

The city council

We do not want to burden these members with unwarranted problems. We know that there are several problems and policies within certain city departments that are a waste of time and money. We intend to make the council aware of these problems, may be appearing at future meetings and expect that constructive changes will result from the information that we will present. Because of our involvement, and we believe Ms. Hirashima's actions some of the city codes will be revised. There are other sections of the codes that we have reviewed and which may need further clarification. Revising and improving the MMC will result in some minor constructive changes, but more, significant changes need to be made to these types of codes. We will address the comments in the previous sentence in the future.

We have a few questions about the procedures for citizens who wish to speak on matters that are not on the agenda at City Council Meetings.

We tried to obtain as much information on the procedures before speaking at the meeting on 11-28-2016. Evan attended the 11-14 meeting, but no one spoke during the time allotted for comments that are not on the agenda. We were told that each individual can speak for 3 minutes. Before the meeting we presented the 10 copies of our documents to the recorder as we were told to do. We each filed a request to speak and asked if just one of us could speak for six minutes and we were told that this was acceptable. Apparently this information was not relayed to you and you indicated to Evan that he should speak for only 3 minutes. When he replied that he would talk for about five and one half minutes you suggested that he cease speaking until he is at the podium, and we understand why you made this comment. Can one of us speak for the entire six minutes? If so, to avoid any sign of favoritism, perhaps the audience should be advised why one of us will be speaking for six minutes.

Evan then proceeded to read this very abbreviated statement, copies of which were provided to the council. We doubt that anyone listening only to our verbal statement would be able to understand our comments due to their abbreviated form and the time limit. That is why we supplied the council with the lengthy written version. We were not dissatisfied with Ms. Hirashima's responses to our emails, but we believed that the council should be directly informed about the problems with Mr. Koenig's lack of complete responses to our questions and requests for information, and his unsupportable interpretation of some of the codes. Mr. Koenig has many discretionary powers, so our intent was to notify the council of our opinions and the facts on which our opinions are based.

We would like you to respond to the following questions:

Can we ask questions of the city employees who attend the council meetings and the council members and have their responses after we have finished speaking and assuming that their response would not be lengthy or complex? If so, would the council prefer that we send our questions to them or the employees at least a week before we



present our questions? If an immediate response is not possible could we receive answers by email or must these answers be provided at a future council meeting?

Some questions about policies can be answered by the staff. However, we believe that some problems and recommended solutions should be presented to the council for their review. Is it necessary that we speak at a council meeting in order to present this information to the council?

Processing our complaint.

The processing of our complaints could easily have been completed in the 2 to 3 week time period suggested by Mr. Koenig on 9-7-2016. The codes pertaining to the violations present at the subject site are very clear. Processing this complaint would have required very few and very simple steps. Verifying that no permit was issued would take very little time or effort and would reveal that a construction plan was not submitted and that a structural review was not completed. If a plan was not submitted to the city the plan could not have undergone a structural review. The first code enforcement inspection of the property revealed that this was a flagpole and that the set back requirement was violated. A simple code enforcement letter stating that the flagpole must be removed could have easily been mailed. This process could not have involved much more than a day or two of employee time at most.

We should never have met Ms. Hirashima or at least ten other very helpful and competent employees. At least 20 employees who should not have been involved in this process were referenced in various emails, contacted by phone or spoken with. Several excuses were offered for the delay and problems involved in processing this complaint. These excuses are not justifiable. The delays and extra work were due to the problems listed in our 11-28-2016 statement, in our emails to Ms. Hirashima and other correspondence. The codes were clear and easily interpreted. A flagpole is an accessory structure. The fact that this accessory structure is a flagpole would not create any problem with enforcement action. The fact that some other unrelated codes that are unclear might need clarification should have had no effect on the processing of our complaints.

The numerous emails and consultation among all of the employees which were created by some unknown confusion within this department resulted in the waste of many hours of employees' time.

Based on a review of the numerous emails, phone calls and office visits produced by this process, we would conclude that at least \$2,000 to \$4,000 (probably more) of time was wasted and this estimate does not include the allocated cost of equipment and materials. Do you think that a reasonable cost estimate of the wasted time and resources should be presented to the council? Should someone explain why this time was wasted? Should the public be notified of this type of cost overrun, or should we be kept ignorant of these types of problems? If the city believes that there was no waste of resources and time, please supply us with justification of your position. These wasted employee hours were not the result of our complaint which could have been quickly and easily processed.

Item 3 in our 11-28-2016 statement.

We were not concerned about the amount of the charge or that it was not paid. Typically, Ms. Hirashima understands and replies to a direct question, but not this time. Our questions were: Quote "This is simply a question about who can change the MMC's? Can city employees change these code requirements?" Neither of these questions was answered. The response indicates that the department waived the fee. Which employee waived this fee and did this employee have the authorization to do so? We do not want their name and we do not want them punished if they acted inappropriately. Can city employees change the municipal codes that are approved by the city council and which we would assume the council would require employees to comply with? Is there a separate code that allows city employees to change any of the fees that are required by many codes in the MMC? For example can employees waive, reduce or increase any of the building permit fees? If the employee that waived this fee has the authorization to do so then they acted appropriately. If employees are granted the option of reducing fees specified in the MMC, is there a list of these employees? Is there a code that allows city employees to change these fees? Why not include a comment in the permit file stating that the fee was waived, why it was waived, who waived it and the code that allows such a change. Then our question would never have been necessary.

We would like a response to each and every question that we present in this statement. If the city believes responses are not warranted, please supply us with the city's reasons for refusing to answer our questions.

We received Ms. Hirashima's response and time line of events and Ms. Hirashima is aware of some of the facts about the processing of our complaint. We believe that her response is the council's response. We will be emailing an abbreviated response to her statements and a similar, more complete, time line of these events to you and every council member. The majority of the comments to the council are from this statement to you. We would like you to answer the two questions in this other email that are addressed to you on page one. The other new information to you will be the time line that is in that email.

We realize that this is a lengthy message that will require substantial effort on your part in order to complete a response. We understand that some of the questions might be answered by your staff, but we hope that you will read this message and approve their responses. We hope that a review of these facts will result in constructive changes, make you more aware of some of these existing problems as well as the many efficient, competent and helpful city employees.

Sincerely yours,

Evan and Patricia Kaiser



**EXECUTIVE DEPARTMENT**  
1049 State Avenue ♦ Marysville, WA 98270  
(360) 363-8100 ♦ (360) 651-5099 FAX

February 3, 2017

Evan and Patricia Kaiser  
2910 73<sup>rd</sup> Avenue NE  
Marysville, WA 98270

Subject: 11 page email to Mayor Nehring sent 1/11/17

Dear Mr. and Mrs. Kaiser:

I am responding to the email sent to Mayor Nehring 1/11/17. The email was quite long and presented many questions and comments. As staff to the Mayor, he has asked me to respond to some of your concerns, many of which relate to code language and questions under the purview of the Community Development Department. I have consulted with staff, and further reviewed sections of the code that you highlighted in your email. Again, as in previous correspondence with you, I am not answering every one of your questions, instead focusing on a few of the repeated themes from this email and prior correspondence. Marysville citizens expect response on a wide expanse of issues and our organization has collectively (between multiple CD staffers, Clerk's staff, Mayor's staff, Council) spent well over a hundred hours responding to your flag concerns and while some of your concerns have been identified for action & response, on other items we disagree and do not propose any response or action.

Many of your questions relate to interpretation of the Unified Development Code (Title 22) and potential contradictions within referenced codes. You raised concerns about 22C.160.070 Prohibitions (Signs) contradicting 22A.020.200 and 22C.160.080. Title 22C.160 relates to Signs. The stated purpose of Title 22C.160, is as follows **"22C.160.010 Purpose. The purpose of this chapter is to provide for the reasonable display of signs necessary for public service or the conduct of business. . ."** After reviewing your questions and familiarizing myself with the code language, it is my opinion that flags on residential properties, not displayed for either public service or the conduct of business are not covered, or intended to be covered, by Title 22C.160 Sign Code. I disagree with the contention that flags on residential properties are subject to the Sign Code at all. Staff at CD have taken a more conservative interpretation than I would, by choosing to read residential flags as an exemption to the Sign Code, subject to permit requirements. In my view, after reading the overarching purpose of the sign code, I would not have interpreted residential flags as being covered by the sign code at all. They are not flown for the conduct of business and therefore Title 22C.160 should not apply.

So, in some sense, I agree with you. You have raised that sections 22C.160.070, 22A.020.200, and 22C.160.080 are contradictory. They are if you believe residential flags are covered by Title 22C.160.

They are not contradictory, if you are of my position, which is that Title 22C.160 does not cover flags flown on residential properties. Title 22A.020.200 then is consistent with that reading and poses no contradiction.

Consistent with their interpretation, staff worked with the neighboring properties to bring the signs in violation of this code interpretation into compliance. This would have been required whether or not the flags are believed to be subject to Title 22C.160, as the structure did not meet required setbacks for an accessory structure. Consistent with their interpretation that residential flags are subject to the Sign Code, they are currently working with the Planning Commission to revise the Sign Code and related sections. I have attached the Planning staff report that relates to these sections.

You have asked many questions related to permit process and review. After reviewing the various sections of the Sign Code more thoroughly, I now disagree entirely that any permit should have been required at all for the residential flag. As a result, I do not have a response to whether proper process was followed relating to the building permit, because I do not think CD staff should have required a permit for this particular use. I do still agree that the flag is an accessory structure, subject to setbacks, and height restrictions. CD staff properly applied setbacks to the relocated flagpole. CD staff also properly applied height review as indicated by Mr. Koenig's response to you on 1/17/17.

You have asked for a response to the question -Can city employees change code requirements or MMC's? The answer to that is no. Code that is adopted by ordinance can only be changed by the City Council. However, as identified in my responses, staff can interpret code, and because codes are complex and there are multiple layers of code sections which can apply to a given situation, this requires that the staff and employees read and interpret code and if it is unclear, give weight and consideration to the stated purpose of the ordinance.

Sincerely,



Gloria Hirashima  
Chief Administrative Officer



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

## MEMORANDUM

**DATE:** February 8, 2017

**TO:** Planning Commission

**FROM:** Angela Gemmer, Senior Planner

**RE:** 2016-17 Code Amendments – Flags and Flagpoles

**CC:** Dave Koenig, Community Development Director  
 Chris Holland, Planning Manager  
 Cheryl Dungan, Senior Planner  
 Amy Hess, Associate Planner

The following proposed amendments are to clarify what constitutes a flagpole as well as the applicable height and setback requirements. Also included in the amendments is a revision to the flag reference in the definition of “sign”, and the elimination of flags from the exemptions section of the sign code.

### **DEFINITIONS**

#### **22A.020.070 “F” definitions.**

“Flagpole” a tall pole from which a flag hangs.

#### **22A.020.200 “S” definitions.**

“Sign” means any device, fixture, or placard that is visible from a public right-of-way or surrounding properties and uses graphics, symbols, logos, or written copy conveying a message or image and used to inform or attract the attention of the public, such as advertising or identifying an establishment, product, goods, service or activity. A sign may have multiple faces and advertise multiple on-premises establishments, businesses, products, services, or activities. This definition does not include any flag of any country, state or local jurisdiction. Unless the context clearly provides to the contrary, a “sign” as used in this chapter also includes the “sign structure.”

### **RESIDENTIAL ZONES – HEIGHT**

#### **22C.010.220 Height – Exceptions to limits.**

The following structures may be erected above the height limits of MMC [22C.010.080](#):

- (1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; and
- (2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, and utility line towers and poles.

(3) Flagpoles may rise ten feet above the height limit, or five feet above the highest point of the roof, whichever is greater.

## **RESIDENTIAL ZONES – SETBACKS**

### **22C.010.210 Setbacks – Projections allowed.**

Projections may extend into required setbacks as follows:

- (1) Fireplace structures including eaves and factory-built garden or bay windows may project into any setback, provided such projections are:
  - (a) Limited to two per facade;
  - (b) Not wider than 10 feet; and
  - (c) Not more than 24 inches into a side setback or 30 inches into a front or rear setback;
- (2) Uncovered porches and decks, including stairs, which exceed 30 inches above the finished grade may project:
  - (a) Eighteen inches into side setbacks; and
  - (b) Five feet into the front or rear setback;
- (3) Uncovered porches and decks not exceeding 30 inches above the finished grade, and uncovered accessory structures such as radio antennas and dishes, mechanical equipment, play structures, and tennis courts, may project to the property line, provided that, with the exception of uncovered porches and decks, the front property line setback for the zone shall be observed;
- (4) Eaves may not project more than:
  - (a) Twenty-four inches into a side setback;
  - (b) Thirty-four inches into a front or rear setback; or
  - (c) Eighteen inches across a lot line in a zero lot line development.
- (5) Accessory structures such as flagpoles and lampposts shall be setback a minimum of five feet from all property lines, provided
  - (a) They are not located within a utility or access easement, and;
  - (b) Flags are not displayed in a manner that would cause the flag to encroach onto a neighboring property.

## **COMMERCIAL ZONES**

### **22C.020.190 Height – Exceptions to limits.**

The following structures may be erected above the height limits of MMC [22C.020.080](#)(2):

- (1) Roof structures housing or screening elevators, stairways, tanks, ventilating fans or similar equipment required for building operation and maintenance; and
- (2) Fire or parapet walls, skylights, chimneys, smokestacks, church steeples, flagpoles and utility line towers and poles.

## **SIGN CODE**

### **22C.160.080 Exemptions.**

The following signs are exempted from obtaining a sign permit, but must comply with all other requirements of this chapter and with the specific requirements set forth below for each type of sign:

- (1) A change in the face of the sign or advertising copy of an existing, legally permitted, sign.

(2) Temporary and special event signs meeting the requirements of MMC [22C.160.230](#).

(3) On-premises and portable commercial or real estate signs meeting the requirements of MMC [22C.160.230](#)(5) and (6).

(4) Political signs meeting the requirements of MMC [22C.160.230](#)(7).

(5) Nonelectric signs not exceeding four square feet per face, which are limited in content to the name of occupant and address of the premises in a residential zone.

(6) Instructional signs, not exceeding six square feet per sign; provided, that foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.

(7) Menu signs. Foundation, anchorage, attachments and other structural support of the sign and electrical connection require construction permits.

(8) Seasonal decorations. Reasonable seasonal decorations within an appropriate holiday season or during a festival are exempt from this section as long as such displays are removed promptly at the end of the holiday season or festival.

(9) Sculptures, fountains, benches, lighting, mosaics, murals, landscaping and other street furniture and design features, which do not incorporate advertising or identification.

(10) Signs not visible from public way. Exterior and interior signs or displays not intended to be visible from streets or public ways, signs in the interior of a building more than three feet from the closest window and not facing a window, window displays and point of purchase advertising displays such as vending machines.

~~(11) The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization, subject to the guidelines concerning their use set forth by the government or organization which they represent. Flag poles require a construction permit for structural review.~~

~~(11)2~~ Traffic or other municipal signs, signs required by law or emergency services, railroad crossing signs, legal notices, and any temporary signs specifically authorized by the city council or authorized under policies and procedures adopted by the city council.

~~(12)3~~ Signs of public utility companies indicating danger or which serve as an aid to public safety or which show the location of underground facilities or of public telephones.

~~(13)4~~ Memorial signs or tablets, names of buildings, stained glass windows and dates of erection when cut into the surface of the facade of the building or when projecting not more than two inches.

~~(14)5~~ Incidental signs, including, but not limited to, "no trespassing," "no dumping," "no parking," "private," signs identifying essential public needs (i.e., restrooms, entrance, exit, telephone, etc.) and other information warning signs, which shall not exceed three square feet in surface area.

~~(15)6~~ Flush-mounted wall signs which are used to identify the name and address of the occupant for each dwelling, provided the sign does not exceed two square feet in sign area.

~~(16)7~~ Gateway entrance signs. Gateway entrance signs that comply with the city of Marysville gateway master plan. Foundation, anchorage, attachments and other structure support of the sign and electrical connection require construction permits.

Staff respectfully requests that Planning Commission make a recommendation of approval of the flags and flagpoles amendments to City Council for adoption by Ordinance.

# *Index #15*



## CITY OF MARYSVILLE AGENDA BILL

### EXECUTIVE SUMMARY FOR ACTION

**CITY COUNCIL MEETING DATE: March 27, 2017**

<b>AGENDA ITEM:</b>	
Lakewood Neighborhood Master Plan	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b>
Chris Holland, Planning Manager	
<b>DEPARTMENT:</b>	
Community Development	
<b>ATTACHMENTS:</b>	
<ol style="list-style-type: none"> <li>1. Lakewood Neighborhood Master Plan (December 2016)</li> <li>2. PC Recommendation</li> <li>3. PC Workshop Minutes (12.08.15, 03.22.16, 05.10.16, 09.13.16, 09.27.16 &amp; 10.25.16)</li> <li>4. PC Public Hearing Minutes (12.13.16)</li> <li>5. Public Comments</li> <li>6. Adopting Ordinance</li> </ol>	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
<b>SUMMARY:</b>	

A NON-PROJECT action amendment to the Marysville Comprehensive Plan, adopting the Lakewood Neighborhood Master Plan (LNMP), and amending the City's development regulations by adopting Chapter 22C.065 *Lakewood Neighborhood Master Plan Area – Design Requirements*.

The Lakewood Neighborhood Master Plan guides physical development over the next 20 years. The plan focuses on the infrastructure and urban design aspects of the neighborhood.

As an emerging community, Lakewood will continue to see development. The neighborhood is primarily zoned Mixed Use, Low and Medium density Multi-family residential, General Commercial and Community Business.

The City requires developments to improve the streets, manage stormwater, connect to water and sewer mainlines, and follow architectural and landscape design guidelines in order to mitigate impacts from higher intensity land uses. This plan ensures that the required improvements are in line with the community and City's vision for growth and change in Lakewood.

The vision for the Lakewood Neighborhood focuses on three (3) major topics, including Transportation Improvements, Utility Infrastructure (water, sewer and stormwater) and Urban Design Guidelines.

**RECOMMENDED ACTION:**

Affirm the Planning Commission Recommendation adopting the NON-PROJECT action Lakewood Neighborhood Master Plan and amend the City's development regulations by adopting MMC Chapter 22C.065 *Lakewood Neighborhood Master Plan – Design Requirements*, by Ordinance.

# Lakewood Neighborhood Master Plan

**DECEMBER 2016 PC RECOMMENDATION**

PREPARED BY:  
MAKERS  
Transpo  
SvR

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# Introduction

As an emerging community, Lakewood will continue to see development. Much of the area has not yet developed to the densities allowed under current zoning. This plan ensures that development is in line with the community and City's vision.

## PURPOSE

The Lakewood Neighborhood Master Plan guides physical development over the next 20 years for the Lakewood Neighborhood, mapped in Figure 1. It is consistent with the Marysville Comprehensive Plan and provides additional detail for the Lakewood Neighborhood. This plan focuses on the infrastructure and urban design aspects of the neighborhood.

As an emerging community, Lakewood will continue to see development. The neighborhood is primarily zoned Mixed Use, General Commercial, Community Business, and Low and Medium Density Multifamily. As Figure 2 shows, much of the area has not yet developed with the uses and densities allowed by these zones. The City requires developers to improve the streets, manage stormwater, connect to water and sewer mainlines, and follow architectural and landscape design guidelines as they develop to mitigate impacts from higher intensity land uses. This plan ensures that the required improvements are in line with the community and City's vision for growth and change in Lakewood.

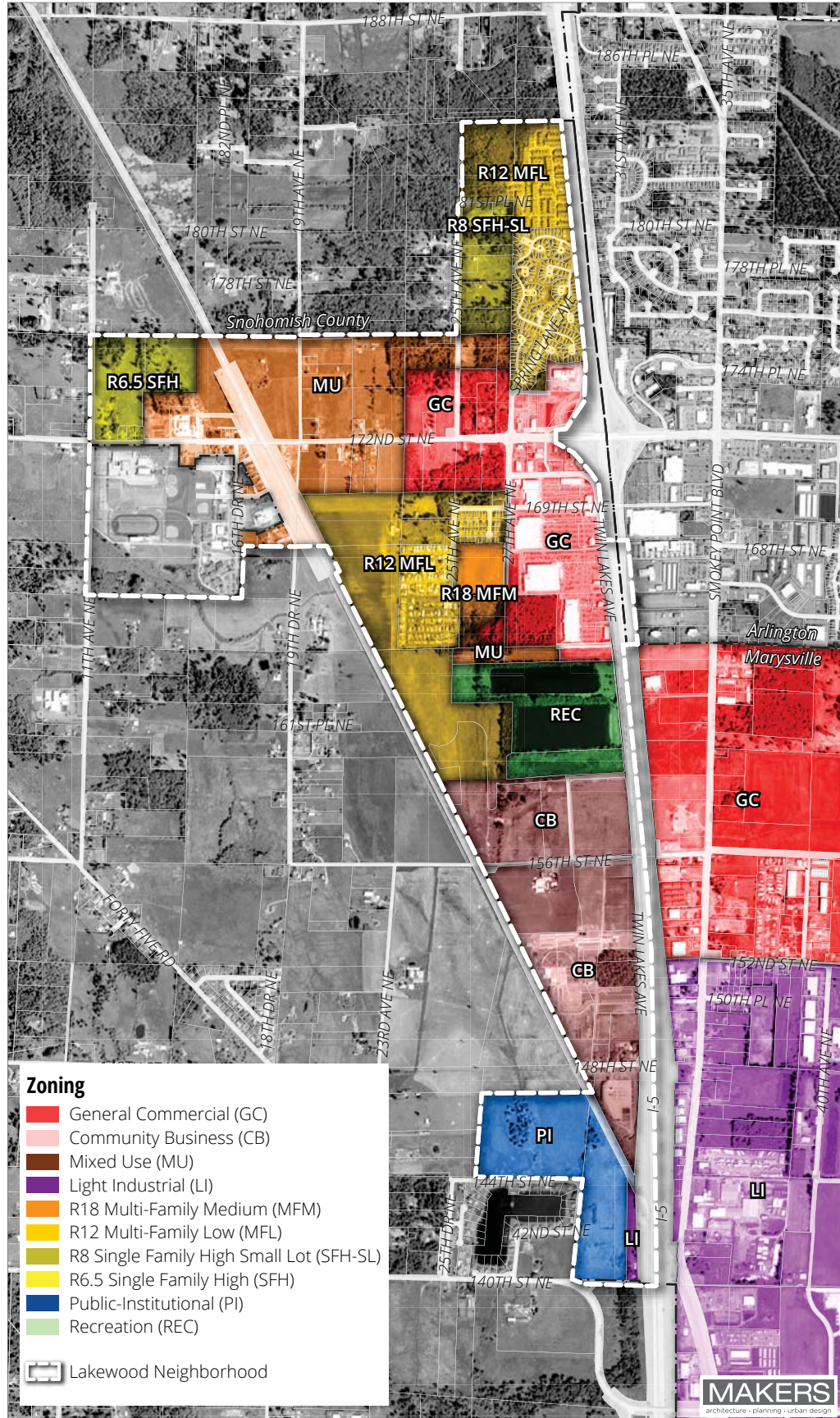
## LAKWOOD NEIGHBORHOOD

The Lakewood Neighborhood, outlined on Figures 1 and 2, is generally bounded by the railroad on the west, I-5 on the east, and the City's Urban Growth Area boundary north of 172nd St NE. Near 172nd St NE, the planning area extends across the railroad to include Lakewood schools and mixed-use residential zones. At the south tip of Lakewood, the area again extends west of the railroad to include public-institutional and light industrial zones.

## BACKGROUND

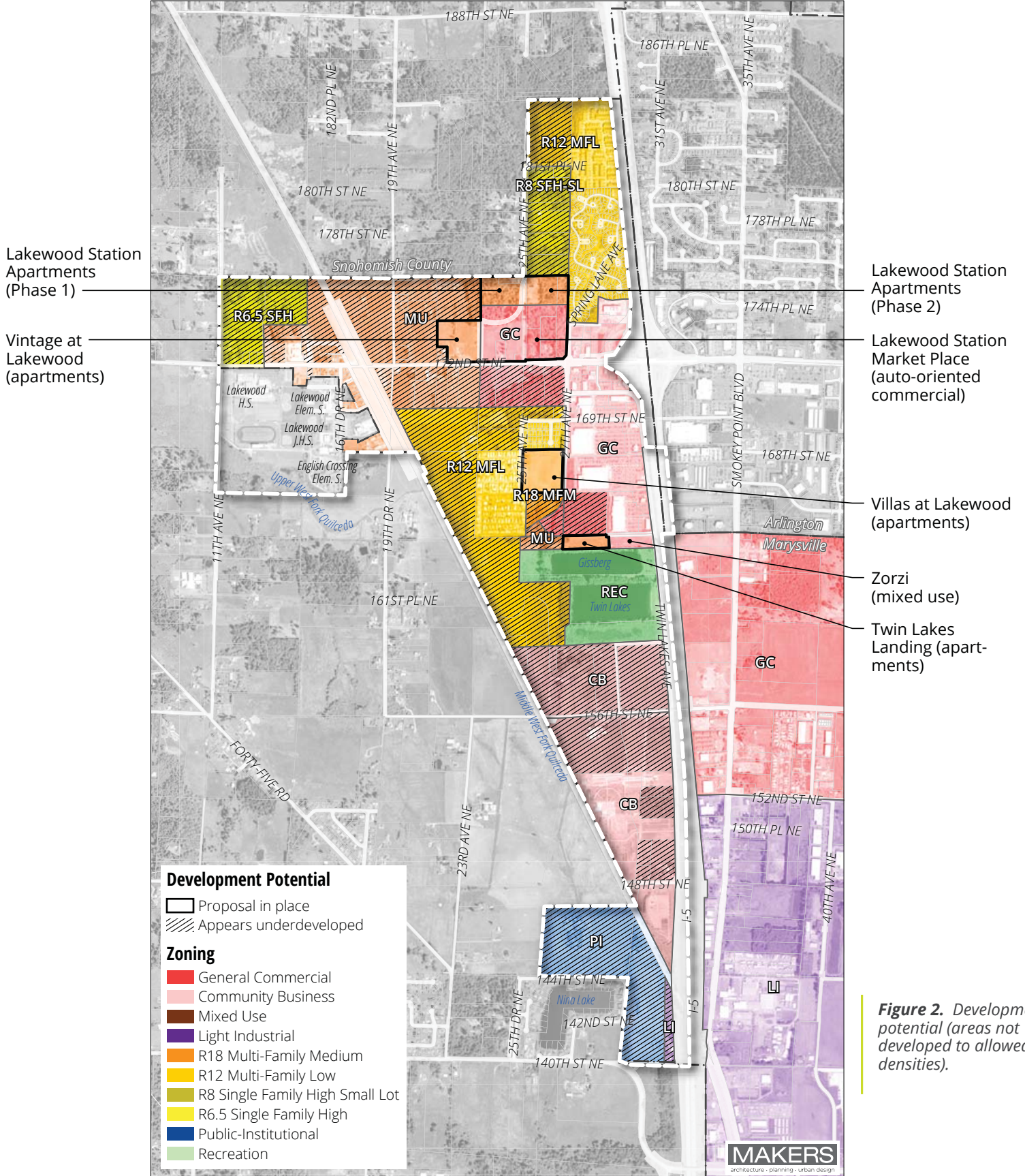
The Lakewood Neighborhood is transitioning from a long history of rural land to a more urbanized character. Since its designation as an urban growth area, it has seen substantial commercial and multifamily development that has brought more people and amenities to the area, along with the associated vehicular trips, stormwater considerations, and changing architectural character. During the neighborhood planning process, residents and

# Zoning



**Figure 1.** Existing zoning in the Lakewood neighborhood.

# Development Potential



property owners expressed mixed feelings about these changes. Concerns revolved around growing traffic issues and a loss of rural land to “undesired” activities (e.g., shops that do not serve local needs and multifamily housing that appears dense). Some hoped to see growth and change to draw local amenities (e.g., a grocery store west of I-5 and small local businesses), achieve the anticipated street improvements that are required with development, and build a walkable and bikable neighborhood center. These objectives are consistent with the City’s Comprehensive Plan and its vision for the Lakewood Neighborhood.

The concepts described in the “Lakewood vision” section on page 7 address three major issues:

1) **Transportation.** With a limited street network, a well-used railroad corridor, a regional shopping center, and Community Transit and school bus systems, vehicular congestion occurs along many Lakewood routes. As a future suburban neighborhood, Lakewood lacks appealing “active transportation” (i.e., walking and bicycling) routes. AARP’s Livability Index points to some of the challenges residents face regarding active transportation:

- Lakewood is below average in the number of walking trips residents take each day (.53 trips per household per day as compared to the national average of .73, Arlington’s 1.25, and Seattle’s 1.4),
- Residents in the region pay above average transportation costs (\$4,350 per year more than Seattle residents),
- Lakewood has higher than average speed limits, increasing the likelihood of fatal crashes,
- Lakewood has lower than average ADA accessibility,
- 28% of residents are obese in the region, elevating the importance of active transportation, and
- Lakewood has a far lower density of jobs and residents than average (533 people per square mile as compared to 7,014 in Arlington, 10,964 in Everett, and 17,673 in Seattle), resulting in fewer walking and biking distance destinations and opportunities for spontaneous community gathering.



**Figure 3.** The railroad crossing on 172<sup>nd</sup> Street NE delays traffic.

This plan describes the steps needed to shift Lakewood to a healthier share of transportation modes, and a better-performing 172<sup>nd</sup> Street NE and neighborhood streets. In particular, it provides street design concepts and strengthens the requirements for regular, connected streets as development occurs.

- 2) **Utility infrastructure.** As a flat, historically rural area with a high water table zoned for higher-intensity land uses, stormwater management and water and sewer service will need to be designed to accommodate the high groundwater levels and adjacent critical areas and buffers.

In the areas without high groundwater and with infiltrative soils, redevelopment within the Lakewood Neighborhood provides opportunities to incorporate Low Impact Development (LID) principles such as native vegetation protection, site phasing, and LID facilities such as bioretention swales and planters to manage stormwater. This applies to stormwater management on both private parcels and within the public rights-of-way.

- 3) **Urban design.** Lakewood lacks the feel of a cohesive neighborhood with well-connected residences, destinations, and community-oriented spaces. Despite the existence of a large, mixed-use zone, retail has only developed in the general commercial zone, is scaled to serve people arriving by automobile, is not easily accessed from the rest of the neighborhood due to the limited routes serving it, and lacks plazas or small parks to serve as community gathering spaces. In addition to the geographically disjointed feel and shortage of neighborhood character, the multifamily and mixed-use zones are experiencing residential development that, to some, appears to lack quality materials, design, and sensitivity to open space needs.



**Figure 4.** *The Lakewood Crossing shopping area has quality landscaping and building design, but the development is scaled and oriented to the automobile, not to the neighborhood or human.*





**Figure 5.** Gissberg Twin Lakes Park.



**Figure 6.** Railroad right-of-way provides space for a trail.



**Figure 7.** Rural crossroads character at 172<sup>nd</sup> Street NE and 19<sup>th</sup> Drive NE.

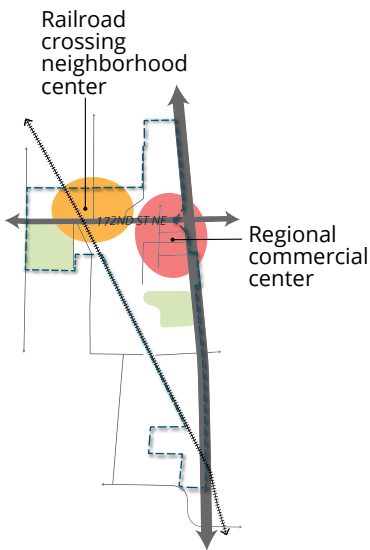


**Figure 8.** Regional shopping center.

Despite these issues, Lakewood has some major assets. The concepts below build on some of Lakewood’s best characteristics:

- **Civic center.** The high, middle, and elementary schools create a hub of civic activity.
- **Gissberg Twin Lakes Park.** The park offers green space and swimming, fishing, walking, remote control boating competition, and picnicking opportunities.
- **Railroad right-of-way with opportunity for a trail.** The right-of-way and sensitive areas along the railroad provide a unique setting for a recreational trail and linear park through the neighborhood. This trail could provide an exceptional connection to Centennial Trail to the east.
- **Existing rural crossroads character.** The existing Post Office and small businesses near the railroad have the unique look and feel of a rural neighborhood crossroads. As the area develops, this could become a pedestrian-oriented center of local activity (different from the regionally-oriented shopping center near I-5). Likewise, it could build on the activity at the Lakewood School District campus.
- **Scenic views.** Lakewood provides expansive views of the Cascade Mountains.
- **Major shopping center.** The proximity to the major regional shopping center at the I-5 interchange means short trips for many retail needs.
- **Access to region.** I-5 provides excellent north-south access to Everett, Seattle, and other places in the region.

The following section describes a vision for Lakewood that, over time, solves existing issues and reinforces its assets.



**Figure 9.** Lakewood's major centers.

## URBAN DESIGN CONCEPT

The Lakewood urban design concept lays out a holistic neighborhood that transitions between a rural crossroads character and a more urban mixed-use center, increases pedestrian, bicycle, and vehicular access between residences and destinations, creates community gathering places and small parks, and strengthens the identity of Lakewood as a neighborhood.

Lakewood has two major centers: 1) a regional commercial center at I-5 and 172<sup>nd</sup> Street NE and 2) a civic center with historic crossroads at 172<sup>nd</sup> Street NE and the railroad tracks. These centers are depicted in Figure 9.

## REGIONAL COMMERCIAL CENTER

The General Commercial (GC) zone (highlighted in pink in Figure 13) is nearly built out with large stores and shopping malls scaled for a regional clientele arriving by automobile. Although new development has provided sidewalks, street trees, and other quality design elements, the stores are primarily oriented to large surface parking lots and I-5, turning their backs to the neighborhood. This plan recommends:

- Improving the design requirements on key streets that connect neighbors to the shopping center (see the pedestrian-oriented streets noted on Figure 17). Creating tree-lined streets with safe walking and bicycling routes in the area just outside of the GC zone to encourage active transportation amongst locals.
- Developing an interactive relationship between the Gissberg Twin Lakes Park and the shopping center by connecting the park to the neighborhood and improving the sense of safety by increasing the number of “eyes” on the park. To accomplish this, the ground floor along the street facing the park should have active uses (e.g., retail, live/work) or residential entries that transition well between private and public space (see Appendix A). Multifamily balconies looking over the park would also increase the eyes on the park.



**Figure 10.** Mixed-use building with ground floor retail fronts a street (above) and a park (below) to activate the public space and provide “eyes on the park” (photo courtesy of Riverside Rediscovered).



**Figure 11.** Pedestrian-oriented neighborhood center with active ground floors and community gathering space.



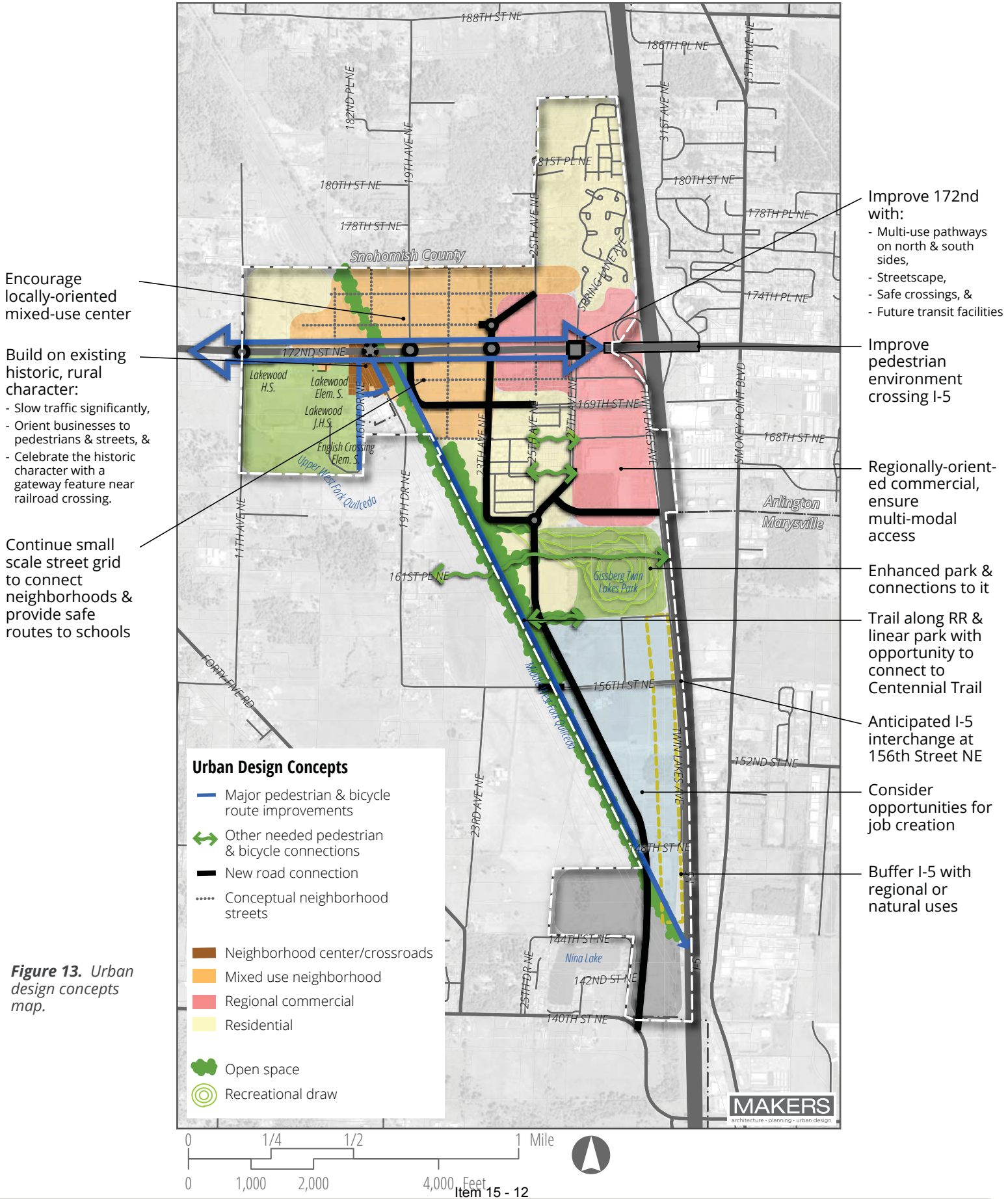
**Figure 12.** Pedestrian-oriented main street with active ground floor.

## RAILROAD CROSSING NEIGHBORHOOD CENTER

The railroad crossing area has an architectural character that ties Lakewood to its rural history, and combined with the schools, is a center of activity. Unique from the regional commercial center to the east, buildings here are scaled to humans rather than automobiles and provide space for local, small businesses. Given that Lakewood is expecting population growth, the Mixed Use (MU) zone surrounding the crossroads could become a vibrant, compact, pedestrian-oriented neighborhood. Internal destinations (i.e., a new small business main street), as well as good connections between surrounding residences and the regional shopping center about a mile away, would complete this neighborhood. To create a lively neighborhood center, this plan incorporates strengthened design standards and connectivity efforts in a locally-oriented mixed-use center (highlighted in orange in Figure 13). In particular, development standards and design guidelines should accomplish the following:

- **Pedestrian-oriented main streets.** A new mixed use neighborhood center northeast of the railroad crossing at 172nd Street NE would be close enough to the existing historic buildings and schools to build on their energy, would have adequate space to develop into a true neighborhood, and would not be encumbered by heavily-trafficked roads. Ideally, a new east-west main street would develop north of 172nd bisected by 19th Avenue NE, and secondary main streets may branch out from there. Design standards that require ground floor active uses (e.g., restaurants, retail, live/work and “makers” spaces, offices) should be applied to some central streets (approximately 500 to 1,000 linear feet total) in this area (dashed circle on Figure 17). In general, commercial spaces should have limited footprints and flexible arrangements to accommodate small and growing businesses and to offer a different option than the shopping center near I-5. A neighborhood plaza or park with active edges should be required with development to provide a central community gathering space. A grocery store should be encouraged. Overall, design standards are particularly important in this area for creating a pleasant walking and resting environment.
- **Historic character near 16th Drive NE and 19th Drive NE.** The existing rural crossroads character west of the railroad tracks should be preserved if possible. Consider placing a “Lakewood Community Overlay” on the area marked in brown on Figure 13 to encourage adaptive re-use over time rather than full redevelopment. Given the small sites and unique configurations, this may happen

# Urban Design Concepts

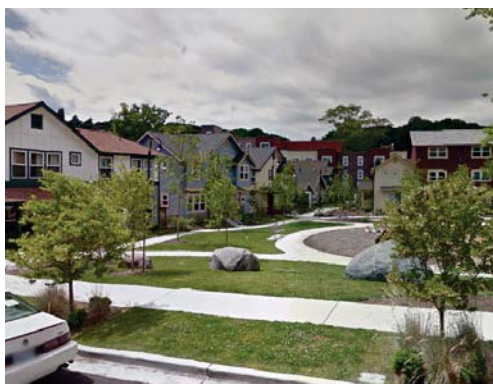




**Figure 14.** New developments will be required to provide comfortable pedestrian routes that connect to a Lakewood-wide “active transportation” network.



**Figure 15.** This plan recommends a gateway feature at the railroad crossing to announce entry to historic Lakewood and the new neighborhood center and highlight the new trail.



**Figure 16.** High-quality common open space is required with new multifamily development.

naturally, but an overlay would ensure that Lakewood maintains at least a piece of its history and rural character. Connections between the historic center and the new pedestrian-oriented center described above should be carefully considered to encourage walking and bicycling.

- **Pedestrian and bicycle connectivity.** Throughout the MU zone, buildings and streets should be laid out in a way that supports comfortable, safe, and pleasant walking and bicycling routes. Low-speed streets or paths should be provided every 200 to 300 feet. These routes should be designed primarily for active travel (i.e., non-motorized) with adequate space and quality landscaping as described in the Lakewood Design Guidelines.
- **Gateway to historic Lakewood.** A gateway feature (e.g., a sign) on the southeast corner of the railroad tracks and 172nd Street NE would announce entry into the heart of the Lakewood neighborhood. This spot marks an important link between the proposed bicycle trail on the east side of the railroad right-of-way, the new neighborhood center to the north, and the historic center to the west. Design elements might take inspiration from the railroad crossing to strengthen the local character and should provide visual cues to motorists that they are entering a unique neighborhood.

## OTHER ZONES

Other large areas in Lakewood include the following:

- **Multifamily zones** extend beyond the two major nodes described above. As the area develops, like in the MU zone described above, street connectivity and pedestrian and bicycle infrastructure will be imperative. Also important in this area are “green” connections between the railroad right-of-way trail and Gissberg Twin Lakes Park.
- **A Community Business (CB) zone** is located in southern Lakewood and is bounded by I-5 and the BNSF railroad tracks. As a thin strip of land adjacent to I-5 and disconnected from most neighborhood amenities, it is not appropriate for residential or community-oriented retail uses. The CB zone leaves the area flexible for commercial uses that may provide additional jobs in the area. When an I-5 interchange is built at 156th Street NE, this area will become even more auto-oriented and physically separated from northern Lakewood. Thus, although development would follow the design guidelines outlined in Appendix A and accommodate pedestrians and bicycles, this area would be less neighborhood oriented than the Mixed Use and residential areas to the north.

# Pedestrian-Oriented Public Areas

New streets and paths to be “pedestrian-oriented” as area develops. Pedestrian-oriented streets must have active ground floor uses. Developer may choose location, as long as it falls within this general area. Approximately 500 linear feet of continuous pedestrian-oriented streets must be provided. “Continuous streets” may include cross-streets.

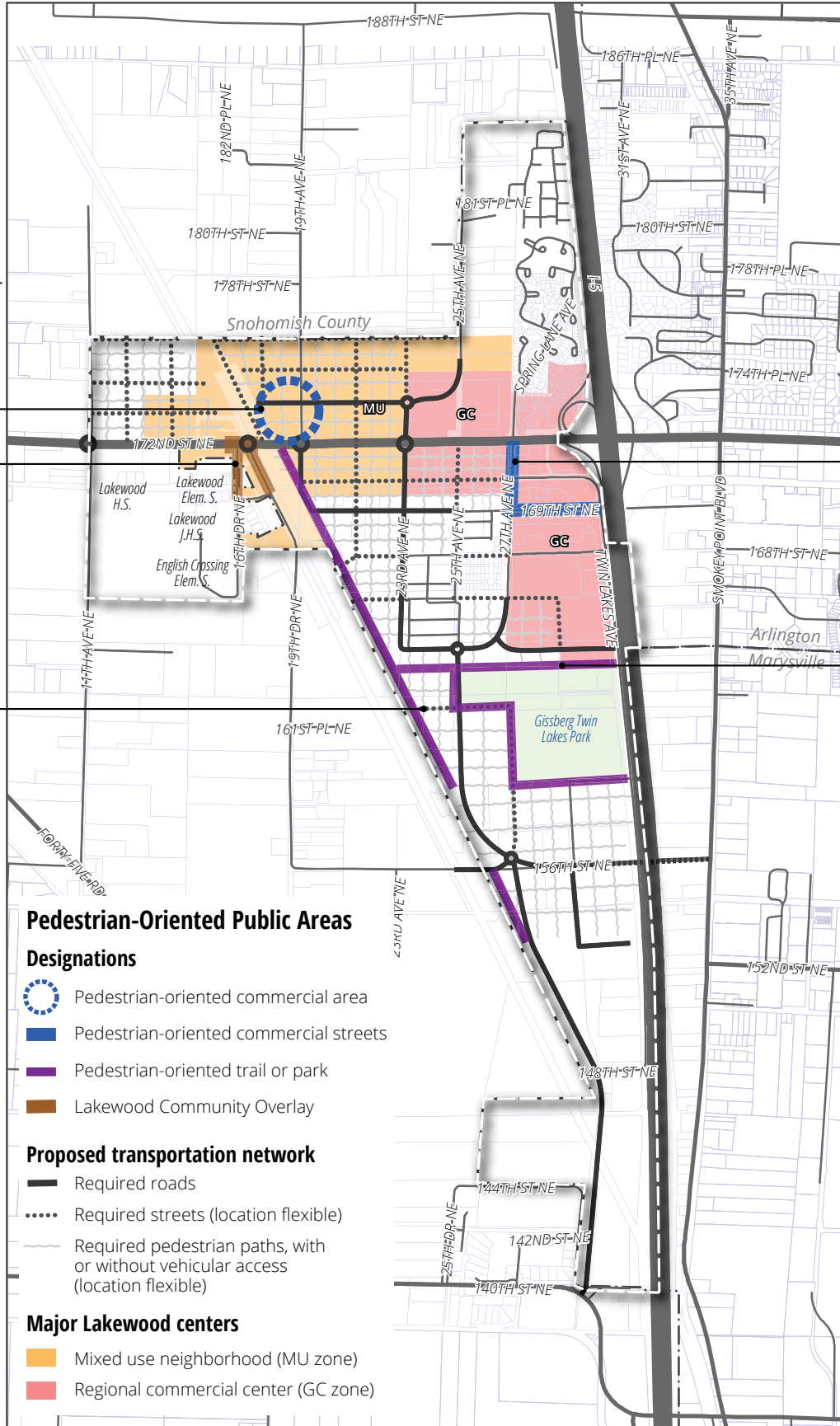
The “Lakewood Community Overlay” encourages adaptive re-use of existing buildings over time to maintain a rural crossroads character. Boundary not definitive.

Buildings should primarily orient to the human-scale local streets (i.e., “required streets” shown in dotted grey or “required pedestrian paths” in wavy grey lines) when a development fronts more than one type of street.

**Note:** all new development and redevelopment must follow the Lakewood Design Guidelines for pedestrian-friendly development throughout the neighborhood. This map identifies streets with **additional** standards for active ground floor uses and building orientation to the street or public area.

Pedestrian-oriented commercial streets: New development must provide active ground floor uses.

Pedestrian-oriented trail or park: New development must follow the Lakewood Design Guidelines in Appendix A to adequately transition from public to private space and increase natural surveillance of the public spaces without impacting residents. Any commercial uses must follow pedestrian-oriented streets guidelines.

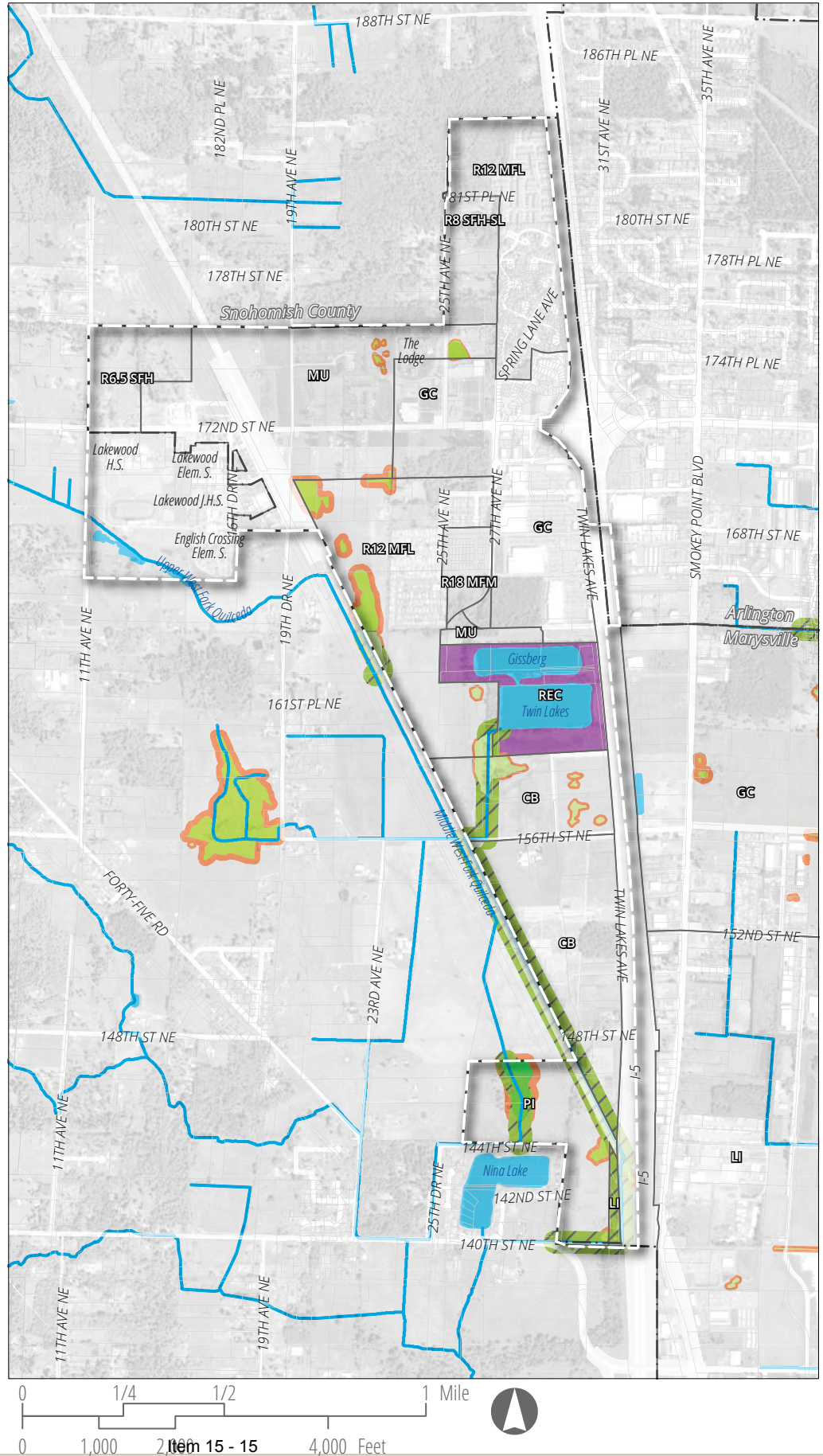


**Figure 17.** Streets, trails, and parks with special design guidelines.



# Critical Areas

**Figure 18.** Lakewood critical areas map. Actual location and type of critical areas shall be determined at the time of development application.



- **A Public-Institutional (PI) zone** found south of the railroad may be appropriate for low intensity uses, critical area restoration, or stormwater management as it is encumbered by critical areas, I-5, and the railroad tracks. The City's Comprehensive Plan allows for this property to potentially be rezoned to medium density, single family residential upon traffic analysis of 140th Street NE and a future road connection from 140th Street NE to 172nd Street NE.

## UTILITIES AND STORMWATER SYSTEM OVERVIEW

The Lakewood Subarea is located within the Quilceda Creek Basin and is specifically tributary to the West Fork of Quilceda Creek. Figure 18 shows the location of streams and other known environmentally critical areas (ECAs). Locations of ECAs may guide where utility connections can be made and may inform which types of stormwater management facilities may be used on individual parcels. New development and redevelopment is required to comply with applicable ECA codes, including Marysville Municipal Code (MMC) Chapter 22E.010.

### STORMWATER

Permitting through the City of Marysville requires new development and redevelopment to control stormwater runoff to match predevelopment conditions in accordance with MMC Chapter 14.15. New development and redevelopment are required to provide water quality treatment facilities for pollution-generating surfaces. This includes any improvements to the street network and parcel frontages.

Soils records indicate that most of the subarea is underlain by outwash soils, which are generally good for infiltration and Low Impact Development (LID). The far western side of the subarea is underlain by till soils which, depending on the depth, may not be suitable for concentrated infiltration facilities. Under the new Phase 2 National Pollutant Discharge Elimination System (NPDES) permit, the City of Marysville adopted Ordinance No. 3035 on October 10, 2016 that makes LID the preferred method for stormwater management, effective on December 31, 2016.



## WATER AND SEWER

The subarea is located within the City of Marysville water and sewer system service area. Figure 19 and Figure 20 show the existing public water and sewer infrastructure. Like in other Washington communities transitioning from rural to urban land uses, developers must provide any water and sewer infrastructure needed to support the new development. Water and sewer main extensions will be required for most new development in the Lakewood Subarea. Main extensions will be built and paid for by developers in accordance with City of Marysville Engineering Design and Development Standards (EDDS). Some developments may require lift stations and force mains to provide sewer conveyance. Upgrades to existing mains will also be required to provide sufficient conveyance capacity for water and sewer. Water and sewer services, including main line extensions, will be constructed in accordance with MMC Title 14, Water and Sewers.

The City of Marysville Wastewater Treatment Plant (WWTP) was upgraded in 2004 to accommodate up to 20.3 million gallons per day (mgd). The sewer flow for the entire service area is expected to reach only 16.9 mgd by the year 2031. This is based on estimated population growth, including the Lakewood Neighborhood, as described in the 2011 Sewer Comprehensive Plan. The zoning within the Lakewood Subarea has not changed since the 2011 Sewer Comprehensive Plan.

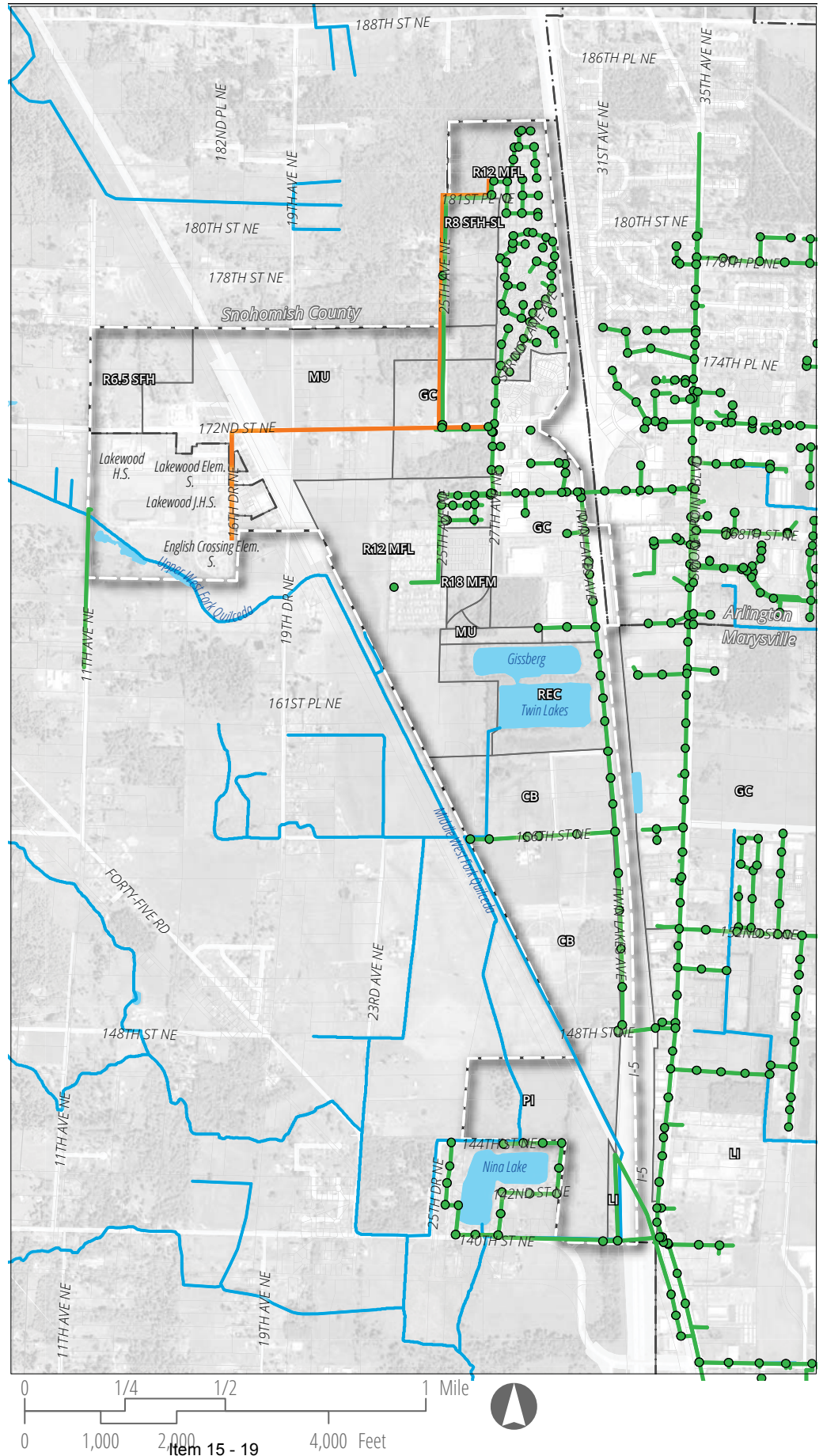
According to the 2011 Sewer Comprehensive Plan Exhibit IV, the Lakewood Subarea is within Sewer Basin F. The 2011 plan identified segments of this collector line as potentially deficient for full build-out of current zoning.



# Public Sewer Infrastructure (Existing)



**Figure 20.** Lakewood existing public sewer infrastructure map.



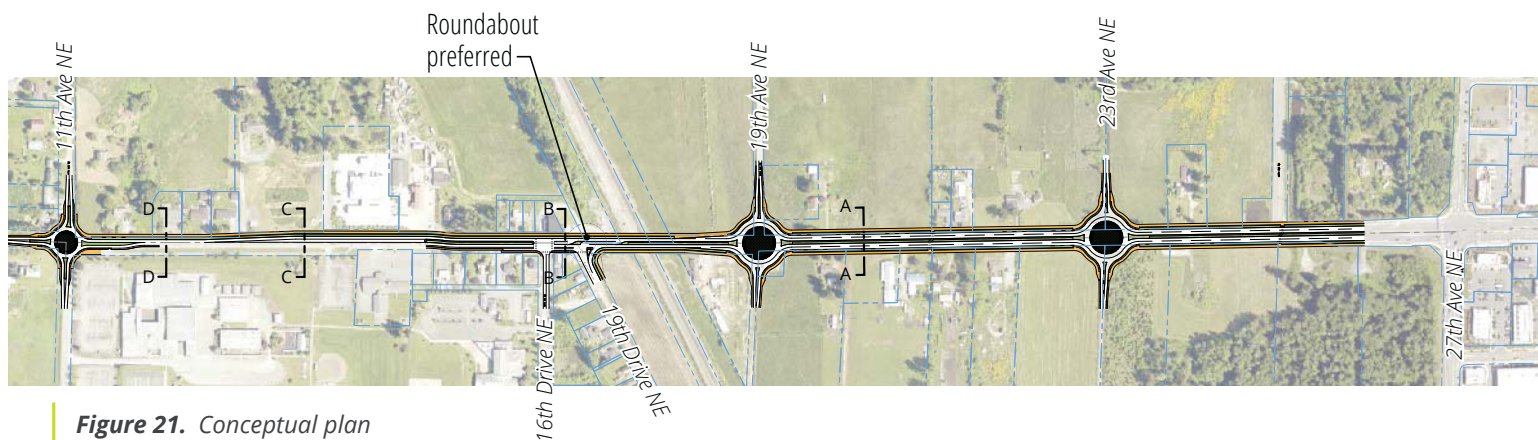
- Legend**
- Sewer Manhole
  - Sewer Pipes
  - Force Mains
  - Streams
  - Lakes
  - ▭ Lakewood Subarea

# 172<sup>nd</sup> Street NE long-term plan

The 172nd Street NE corridor is the most important street in the Lakewood subarea. It serves regional through traffic, regional trips accessing goods and services in Lakewood, and local trips. In addition, multimodal travel demands are increasing due to recent and planned mixed-use development along much of 172<sup>nd</sup> Street NE. For this reason, this plan prioritizes pedestrian and bicycle improvements, particularly through buffered multi-use trails along 172<sup>nd</sup> Street NE, while accommodating growth in vehicular traffic volumes.

This corridor plan builds upon the City's 172<sup>nd</sup> Street NE/SR-531 Corridor Analysis (Gibson Traffic Consultants, Inc. July 2013), which identified a variety of roadway and intersection capacity improvements. This analysis recommends the following:

- Adding one additional travel lane in each direction between 27th Avenue NE and 19th Avenue NE,
- Constructing two lane roundabouts at 23rd Avenue NE and at 19th Avenue NE,
- Making the intersection at 16th Drive NE right-in/right-out,
- Constructing a one-lane roundabout at 11th Avenue NE, and
- Constructing transit facilities for future bus service (i.e., Community Transit approved concrete pads for future bus shelters).



**Figure 21.** Conceptual plan for 172nd Street NE

This plan builds upon the previous analysis and the City's desire for a higher quality, more attractive multimodal corridor with an interesting urban design. A variety of pedestrian, bicycle, and urban design improvements are identified with the goal of developing a safe and attractive multimodal corridor that will link the Lakewood subarea to internal destinations and other parts of Marysville. High-quality pedestrian and bicycle facilities, including multi-use trails on both sides of 172<sup>nd</sup> Street NE and crosswalks roughly every 650 feet, are recommended. Also identified are wide, planted medians and buffers between travel lanes and the multi-use trail.

As traffic volumes decrease toward the west end of the corridor, the proposed number of travel lanes decreases from four to two with a two-way left turn lane. Pedestrian and bicycle facilities become narrower as well. Immediately to the west of the BNSF railroad tracks, a more urban "main street" roadway cross-section with parking and narrower planting strips is proposed. Farther west, roadway changes are minimized—the largest improvement being a new multi-use trail on the north side of 172<sup>nd</sup> Street NE.

The proposed concepts for 172<sup>nd</sup> Street NE were developed holistically with the rest of the transportation network, including improvements to secondary east-west and north-south vehicular circulation routes, a dense network of pedestrian routes, and safe and attractive bicycle connections to schools and parks.

## **STREETSCAPE DESIGN GUIDELINES**

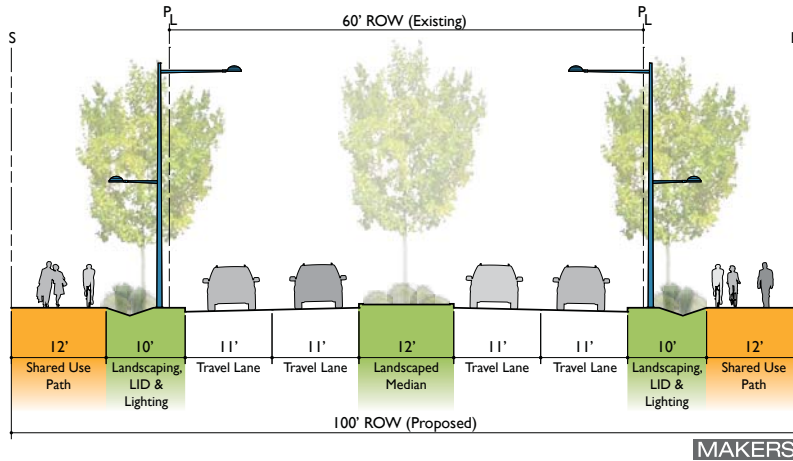
The illustrations and text below describe the three envisioned primary roadway cross-sections of 172<sup>nd</sup> Street NE from 27th Avenue NE to 11th Avenue NE. While improvements along this corridor would be funded and constructed by developers and the City, 172<sup>nd</sup> Street NE is a State Route (SR 531), so the City will work with the Washington State Department of Transportation (WSDOT) on any improvements.

The City should work with WSDOT to limit travel lane widths to discourage speeding, improve safety, limit pedestrian crossing distances, reduce costs, decrease stormwater runoff, and support the overall vision of an urban, multimodal corridor. Discussions between WSDOT and the City should reflect evolving best practices, including guidance from the WSDOT-endorsed National Association of City Transportation Officials (NACTO) Urban Street Design Guide, which recommends a maximum typical travel lane width of 11 feet.

The cross-sections below provide some detail on the varying conditions and proposed improvements along the length of 172<sup>nd</sup> Street NE.

### 27TH AVENUE NE TO JUST WEST OF 19TH AVENUE NE

This plan recommends the following characteristics for the eastern portion of 172<sup>nd</sup> Street NE:



SECTION A (Looking west between 23rd & 19th Avenues)



Figure 22. Existing conditions on 172<sup>nd</sup> Street NE between 19th Ave NE and 27th Ave NE.

Figure 23. Proposed 172<sup>nd</sup> Street NE cross-section between 19th Ave NE and 27th Ave NE.

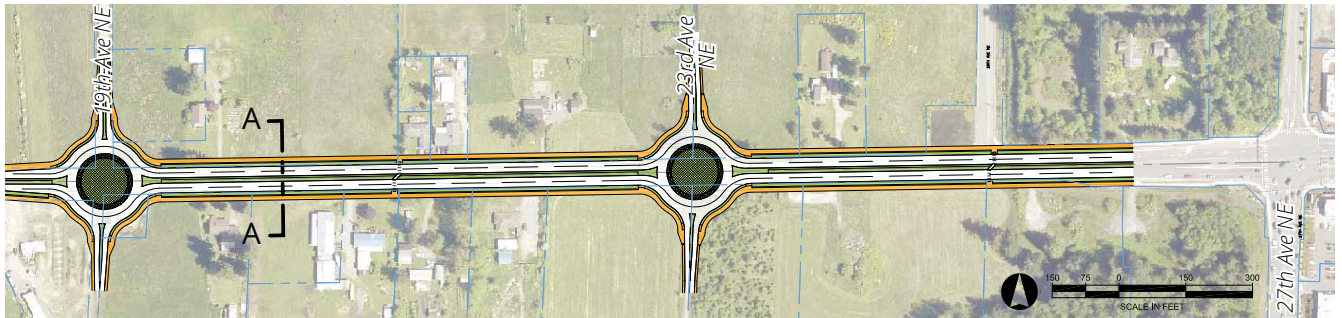
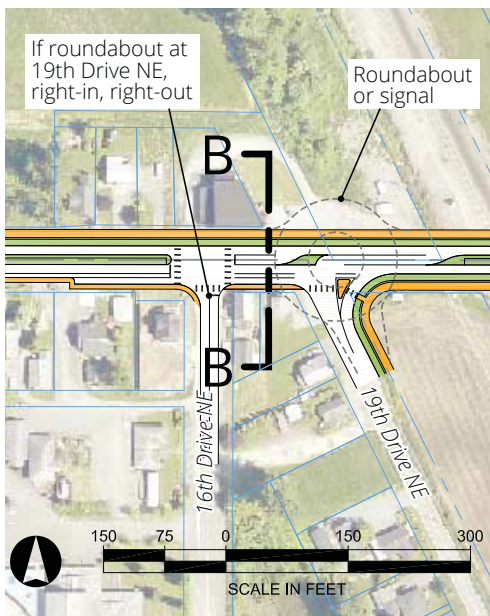


Figure 24. Proposed 172<sup>nd</sup> Street NE plan between 19th Ave NE and 27th Ave NE

- Two travel lanes in each direction. The road transitions from two travel lanes per direction at 19th Avenue NE to one travel lane per direction at the railroad tracks.
- Travel lane widths of 11 feet (preferred by the City). WSDOT has stated a preference for 12 foot inside lanes and 14 foot outside lanes. The City and WSDOT will work toward a resolution.
- Limited mid-block access points, with only right-in, right-out movements allowed (i.e., no left turns allowed).
- A median up to 12 feet in width.
- A 12 foot multi-use trail on both the north and south side of the road.
- A 10 foot planted buffer between travel lanes and the multi-use trail.
- Two lane roundabouts at:
  - 19th Avenue NE
  - 23rd Avenue NE
- Mid-block crosswalks controlled by pedestrian signal, HAWK, or RRFB's approximately halfway between:
  - 23rd Avenue NE and 19th Avenue NE
  - 27th Avenue NE and 23rd Avenue NE
- In-lane bus stops as needed on the far side of the intersection or as approved by WSDOT and Community Transit.



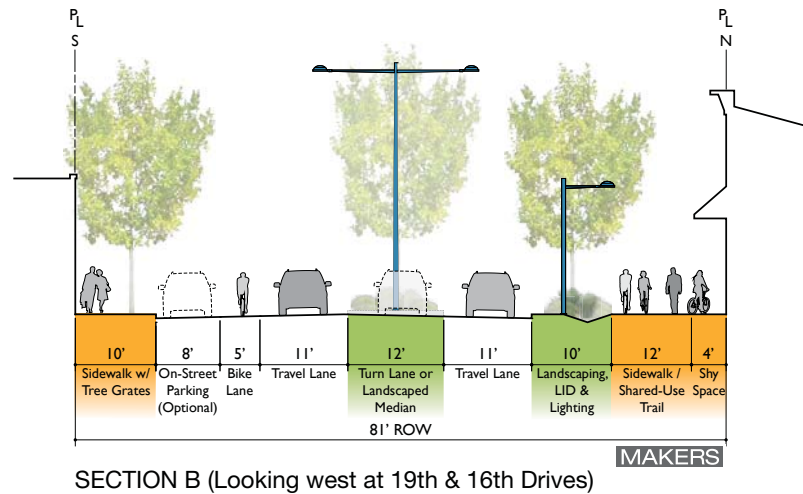
**Figure 25.** Existing conditions on 172<sup>nd</sup> Street NE between 16th Drive NE and 19th Drive NE.



**Figure 27.** Proposed 172<sup>nd</sup> Street NE plan between 16th and 19th Drives NE.

### JUST WEST OF 19TH AVENUE NE TO JUST WEST OF 16TH DRIVE NE

This plan recommends the following characteristics for this segment of 172<sup>nd</sup> Street NE:

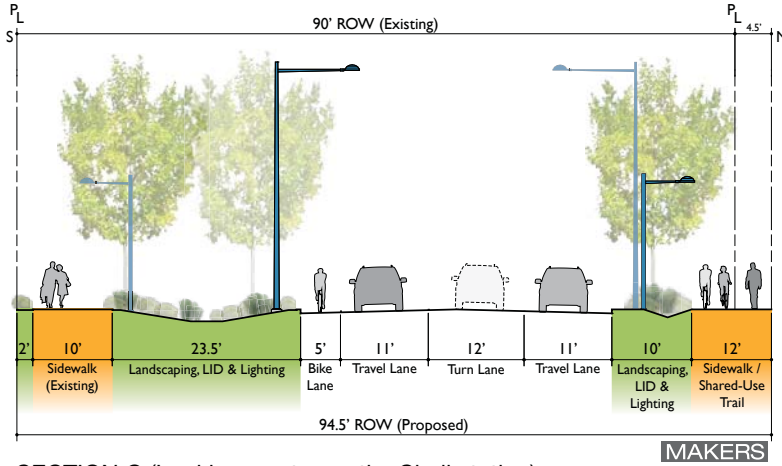


**Figure 26.** Proposed 172<sup>nd</sup> Street NE cross-section between 19th Drive NE and 16th Drive NE

- One travel lane in each direction, with westbound left turn pockets at:
  - 16th Drive NE
  - 19th Drive NE
- Travel lane widths of 11 feet (preferred by the City).
- A new signal or preferred roundabout at 19th Drive NE.
- At the intersection of 19th Drive NE, restrict northbound movement to right turn only.
- On the north side of the street, a 12-foot sidewalk and shared-use trail, 10-foot planted buffer, and 4-foot shy space (the zone adjacent to a building that a pedestrian instinctively avoids).
- On the south side of the street, a 10-foot sidewalk with tree grates and 10-foot planted buffer between the BNSF railroad tracks and 19th Drive NE. At 19th Drive NE the trail and buffer turn south, paralleling the railroad right of way to provide access to the schools via 170th Street NE.
- A bike lane, optional on-street parallel parking, and sidewalk on the south side of the street between 19th Drive NE and just west of 16th Drive NE.
- Bus stops as needed.

### JUST WEST OF 16TH DRIVE NE TO 11TH AVENUE NE

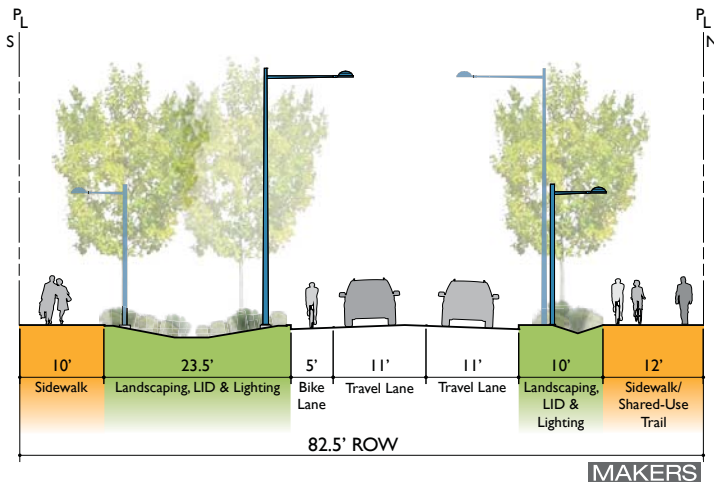
This plan recommends the following characteristics for this segment of 172<sup>nd</sup> Street NE:



SECTION C (Looking west near the Shell station)

**Figure 28.** Proposed 172<sup>nd</sup> Street NE cross-section between 16th Drive NE and 11th Ave NE.

- One travel lane in each direction as well as a two-way left turn lane.
- Travel lane widths of 11 feet (preferred by City).
- A 12-foot multi-use trail and 10-foot planted buffer on the north side of the street, with the existing sidewalk remaining on the south side of the street.
- A one-lane roundabout at 11th Avenue NE.
- A new pedestrian crossing near Shell gas station’s western driveway. The school district plans to construct a new access point to the school superblock at this location.
- In-lane bus stops as needed on the far side of the intersection or as approved by WSDOT and Community Transit.

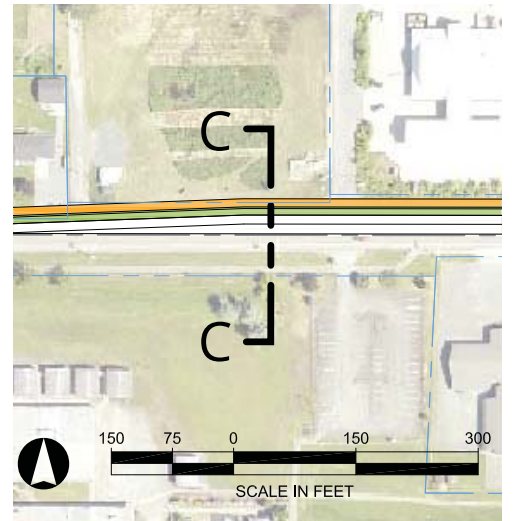


SECTION D (Looking west near Lakewood High School)

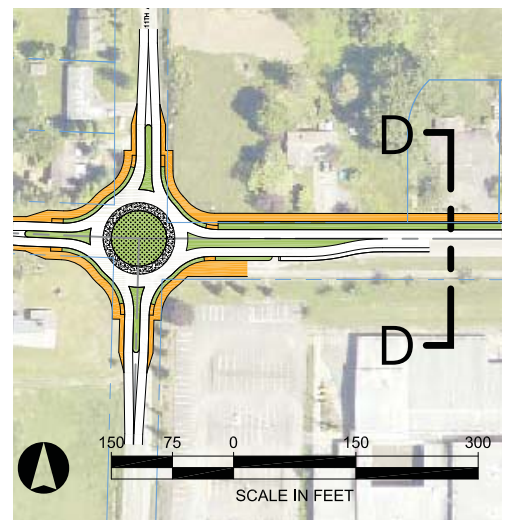
**Figure 31.** Proposed 172<sup>nd</sup> Street NE plan just east of 11th Ave NE.



**Figure 29.** Existing conditions on 172<sup>nd</sup> Street NE between 16th Drive NE and 11th Ave NE.



**Figure 30.** Proposed 172<sup>nd</sup> Street NE plan between 16th Drive NE and 11th Ave NE.



**Figure 32.** Proposed 172<sup>nd</sup> Street NE plan just east of 11th Ave NE.



## UTILITIES AND STORMWATER STRATEGY

The existing 172<sup>nd</sup> Street NE runoff generally sheet flows from the roadway into ditches or adjacent fields. The long-term plan for 172<sup>nd</sup> Street NE is to provide multiuse paths, landscaped buffers, and curb and gutter. Drainage improvements will be installed during construction of these improvements to manage the new runoff conditions. 172<sup>nd</sup> Street NE is a wide state highway (SR 531) that accommodates high volumes of arterial traffic. Thus, stormwater facilities will be more stringently evaluated for space efficiency and ability to accommodate higher pollutant loading than neighborhood streets. Intersections that meet the Ecology definition for “high-use” will require a higher level of treatment and will inform which types of stormwater management facilities are appropriate. LID will be used where feasible. LID opportunities that will be evaluated include, but are not limited to: street trees, bioretention for surfaces not considered “high-use,” permeable sidewalks, and infiltration trenches.

Performing utility upgrades and extensions in conjunction with surface improvements can reduce traffic disruptions and reduce the cost of restoration.

## IMPLEMENTATION

Construction of the identified improvements to 172<sup>nd</sup> Street NE will occur incrementally through frontage improvements by developments along the corridor, as well as through City improvements funded in part by Transportation Impact Fees (TIF). Improvements to 172<sup>nd</sup> Street NE are included in the City’s existing TIF program. The TIF is planned to be updated based on the Lakewood Subarea Plan and 2015 Transportation Element. New development will contribute towards the improvements. If developments are required to construct a portion of the 172<sup>nd</sup> Street NE projects, appropriate credit would be provided for implementing the TIF project.

To address increasing congestion in the corridor, several interim strategies have been identified. These strategies range in cost and timeline, but are targeted to address the most significant near-term priorities.

## NEAR-TERM TRANSPORTATION PRIORITIES

The following actions would provide immediate relief to some of the congestion issues raised frequently by community members:

- Restrict westbound U-turns at the intersection of 172<sup>nd</sup> Street NE and 27th Avenue NE. This would reduce congestion at the intersection by providing green arrows for traffic turning left into Lakewood Crossing and traffic turning right out of Lakewood Crossing at the same time. This is not currently an option because U-turns are allowed.
- Improve the functionality of the Twins Lake Avenue and 156th Street NE overpass by:
  - Realigning the intersection of 156th Street NE and 30th Avenue NE and move the stop sign to control traffic from the west.
  - Realigning the intersection of Twins Lake Avenue and 159th Street NE and move the stop sign to control traffic from the south.
  - Increasing the turn radius of the bridge approach roadway.

## MID-TERM TRANSPORTATION PRIORITIES

The following are high-priority actions that, if possible, would be pursued prior to the otherwise piecemeal redevelopment of 172<sup>nd</sup> Street NE:

- Implement intersection improvements ahead of roadway widening projects. Construct roundabouts and intersections to full dimensions, but stripe based on current lane configuration.
- Preemptively construct one of the two multi-use trails along 172<sup>nd</sup> Street NE to provide safe facilities for pedestrians and cyclists.
- Restrict traffic from I-5 southbound from turning left at 172<sup>nd</sup> Street NE, requiring traffic to either make a U-turn or left turn at the 23rd Avenue NE roundabout. This routing option requires completion of the 23rd Avenue NE roundabout.
- 156th Street NE interchange funded by “Connecting Washington.” This project is scheduled to begin in 2027.
- Continue supporting a new grade-separated railroad crossing and associated upgrades of 156th Street NE to a minor arterial. Non-motorized improvements to this corridor include a multi-use trail and sidewalks.

## FUNDING OPTIONS

Improving 172<sup>nd</sup> Street NE for vehicular and active transportation is a priority for the community and City. As described for both transportation and utilities improvements above, developers are responsible for providing improvements to mitigate the impacts of their developments. Over time, this system would implement the roadway, intersections, pedestrian and bicycle facilities, landscaping, and stormwater infrastructure envisioned in this plan. However, the community and City recognize that at least some elements would be best provided in a single project in the near future. For example, the multi-use trails do not become particularly useful until the entire length along 172<sup>nd</sup> is constructed. Thus, the City should consider alternate funding avenues, such as:

- WSDOT programs focused on increasing active transportation options, such as the Transportation Alternatives Program (TAP), Safe Routes to Schools, and Pedestrian and Bicycle Safety Program,
- WSDOT programs for highways, such as the Highway Improvement Program (HIP), Surface and Transportation Program (STP), and Transportation Improvement Board (TIB),
- City funding (challenge: the City has an extremely limited budget), and
- A Local Improvement District (LID) comprised of Lakewood property owners (challenge: many property owners feel that they would not directly benefit from 172<sup>nd</sup> Street NE improvements).



The growing Lakewood subarea requires improvements to the transportation system beyond 172<sup>nd</sup> Street NE. To support the growth in vehicular and non-motorized demand, a secondary network of minor and collector arterials has been identified. This network was developed to provide alternative travel routes to 172<sup>nd</sup> Street NE as well as 27th Avenue NE. The network also supports the City's vision of a second I-5 interchange at 156th Street NE in the long-term and a near-term alternate travel route to and from the Smokey Point area. Finally, the network supports a safe and attractive pedestrian and bicycle network structured around multi-use trails. As the area develops into a mixed-use center, this non-motorized network will assure that multimodal travel options are available. Coordinate with Community Transit to identify future transit service areas and improvements.

## ROADWAY SYSTEM

The proposed roadway system is primarily comprised of new north-south and east-west minor and collector arterials. Two lane roadway cross-sections are preferred, except at intersections where turn lanes are needed or analysis identifies additional capacity is necessary to meet the City's level-of-service standards. These streets include:

### NORTH OF 172<sup>ND</sup> STREET NE

- **174th Street NE.** This collector arterial runs east-west from 23rd Avenue NE to 19th Avenue NE, including bike lanes and sidewalks.
- **176th Street NE.** This collector arterial runs east-west from 25th Avenue NE to 19th Avenue NE, including bike lanes and sidewalks.
- **23rd/25th Avenue NE.** This collector arterial has recently been constructed with development of "Market Place" commercial and "The Lodge" multifamily developments. It shifts 25th Avenue NE to the west, intersecting with 172<sup>nd</sup> Street NE, and includes pedestrian facilities.
- **19th Avenue NE.** This collector arterial includes an upgrade of the rural arterial to urban arterial standards, including bike lanes and sidewalks.

## SOUTH OF 172<sup>ND</sup> STREET NE

- **27th Avenue NE.** This project includes the southward extension of 27th Avenue NE as a minor arterial, with a multiuse trail on the west side of the street and sidewalks on the east side of the road. This extension would bend westward at roughly 164th Street NE, ending at approximately 25th Avenue NE.
- **23rd Avenue NE.** This collector arterial would extend southward from the roundabout at 172<sup>nd</sup> Street NE bending eastward at roughly 164th Street NE, ending at 25th Avenue NE. This corridor would include bike lanes on the north-south segment of the corridor. The east-west segment of the corridor would include a multiuse trail on the north side of the roadway and sidewalks on the south side of the roadway.
- **19th Avenue NE/169th Street NE.** This collector arterial runs from the roundabout at 172<sup>nd</sup> Street NE and 19th Avenue NE southwards, bending eastward at 169th Street NE and extending to the end of the current street at 25th Avenue NE. The north-south segment of the roadway includes a multi-use trail on the west side roadway. The east-west segment includes bike lanes and sidewalks on both sides.
- **25th/27th Avenue NE.** This minor arterial connects the 23rd Avenue NE and 27th Avenue NE extension with 156th Street NE. The street runs from approximately 164th Street NE to 156th Street NE and includes bike lanes and sidewalks on both sides.
- **156th Street NE and Interchange.** This includes multiple large projects, such as the expansion of the 156th Street NE bridge to accommodate a new single point urban interchange. It also includes a new grade-separated railroad tracks crossing and associated upgrades of the roadway to a minor arterial. Non-motorized improvements to this corridor include a multiuse trail and sidewalks.
- **156th Street NE Multiuse Connection to Centennial Trail.** This would connect the proposed railroad trail and Lakewood Neighborhood with the regional Centennial Trail.
- **Twins Lake Avenue.** This project includes the restriping of Twins Lake Avenue between 164th Street NE and 169th Place NE with bike lanes. This restriping would be contingent upon low enough left-turn volumes once 23rd/25th/27th Avenue extensions have been completed.
- **156th Street/Twin Lakes Avenue.** This project includes short-term upgrades, such as bicycle facilities and sidewalks, to improve the attractiveness for trips between Lakewood Crossing and the Smokey Point area.

Vehicle networks will be finalized as part of future corridor studies, as adjacent properties are developed, or as approved by the City Engineer.

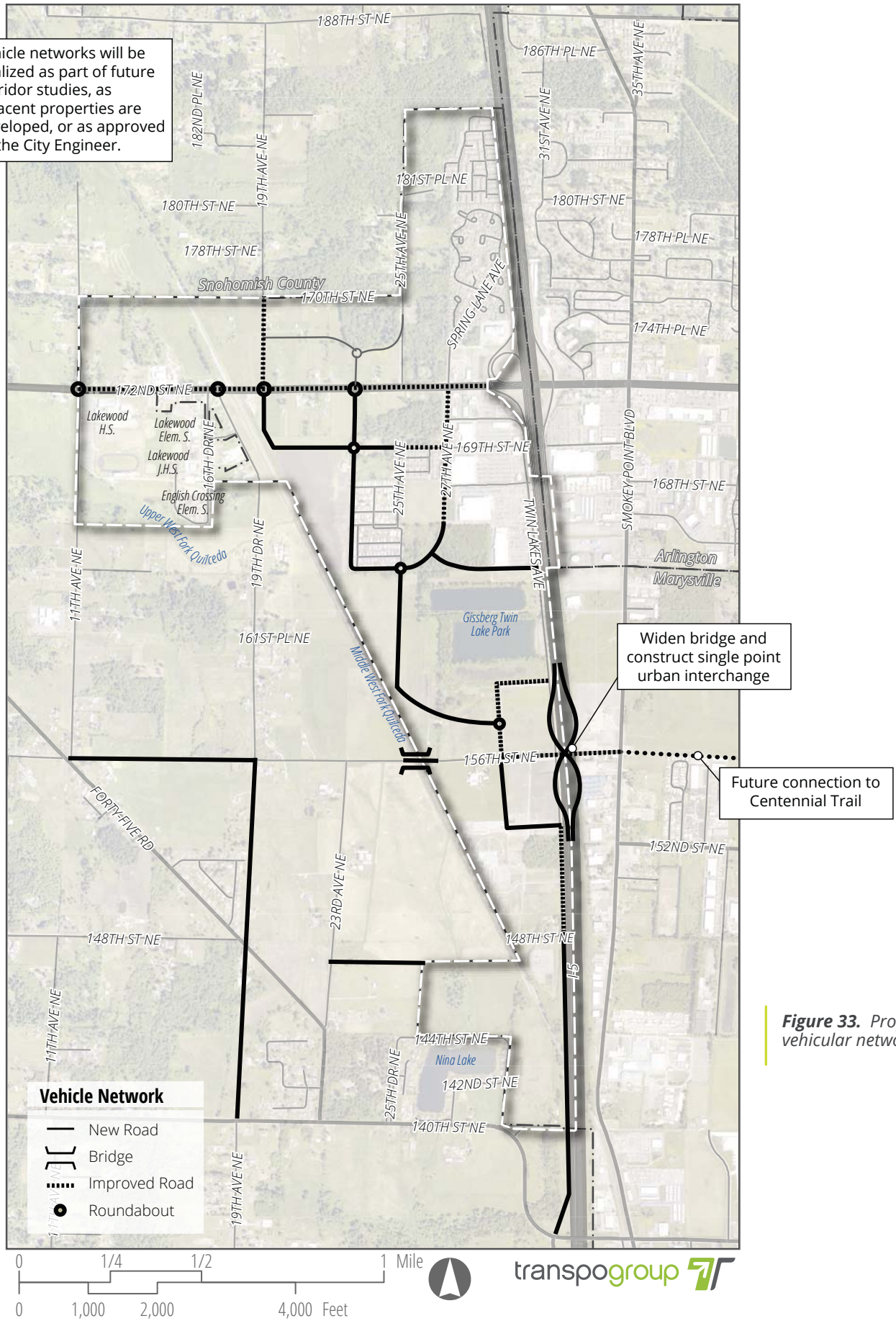


Figure 33. Proposed vehicular network map.

## NON-MOTORIZED SYSTEM

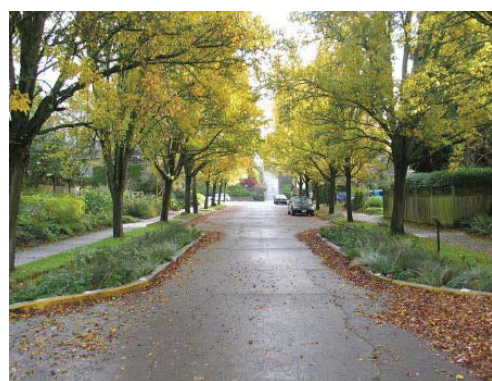
Investments in the non-motorized system largely overlap with vehicular roadway improvements, including multi-use trails along the road, sidewalks, and bike lanes/routes. A connected and high-quality network of pedestrian and bicycle facilities is proposed to support the transition of Lakewood from a rural area to a mixed-use center.

The goal of the pedestrian system is to provide a dense network of direct routes within the core of the mixed-use areas. The backbone of this network is on a ~650 foot grid and will likely be developed in coordination with local streets. A secondary network of thru-block connections should also be developed to fill in this network, providing at least one east-west and one north-south pedestrian route between each primary connection (see Figure 36). Typically, this secondary network will prioritize pedestrian and bicycle comfort while also accommodating vehicular traffic via small, local streets. The locations of these routes are flexible, but they should be developed in a way that improves overall pedestrian circulation through the site while maintaining full thru-block access. A tertiary network of pedestrian paths will be required where streets are located further than 200 feet apart to ensure an intricate and dense pedestrian system. The Lakewood Design Guidelines “Street Connectivity” section details these requirements. Big box retail or fences should not block use of these routes for continuous access from one street to the next.

The primary goal of the bicycle network is to provide connected, safe, and attractive cycling options for all ages and abilities. This plan recommends off-street multi-use trails along high-volume streets like 172<sup>nd</sup> Street NE and 27th Avenue NE and bike lanes along lower volume streets. These facilities should be built based on evolving best practices as identified by the NACTO Urban Bikeway Design Guide and City design standards. This network is supplemented by additional off-street trails parallel to the BNSF railroad right-of-way (allowed within a portion of the wetland and stream buffers), to the school superblock, and to Gissberg Twin Lakes Park. The City should work with Snohomish County, WSDOT, and the City of Arlington to improve connectivity of the regional bicycle network 156th Street NE connection to Centennial Trail.



**Figure 34.** Well laid-out development with short intervals between pedestrian paths and a “green” path connecting to a park.



**Figure 35.** Narrow streets with street trees and sidewalks provide safe and comfortable walking environments.

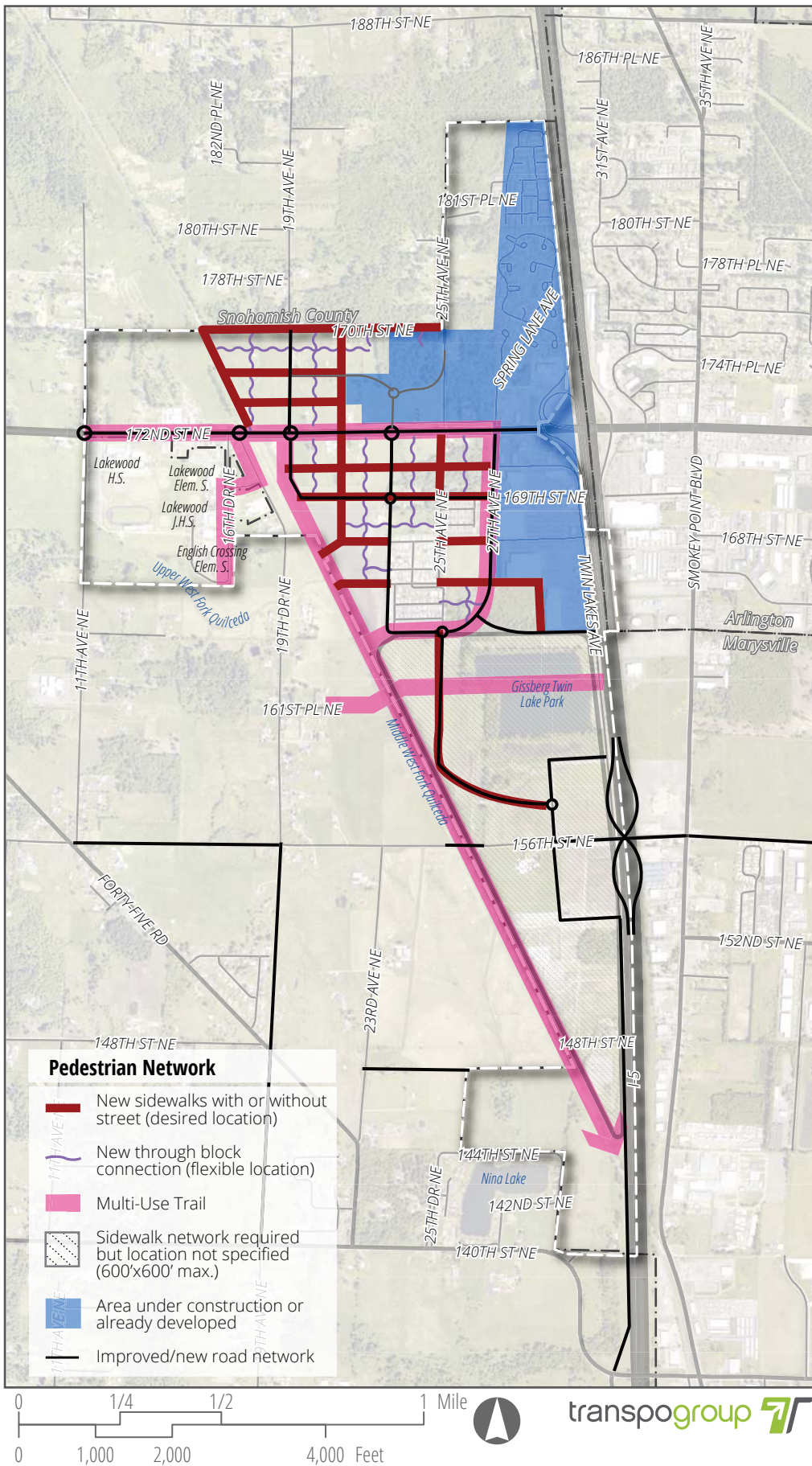
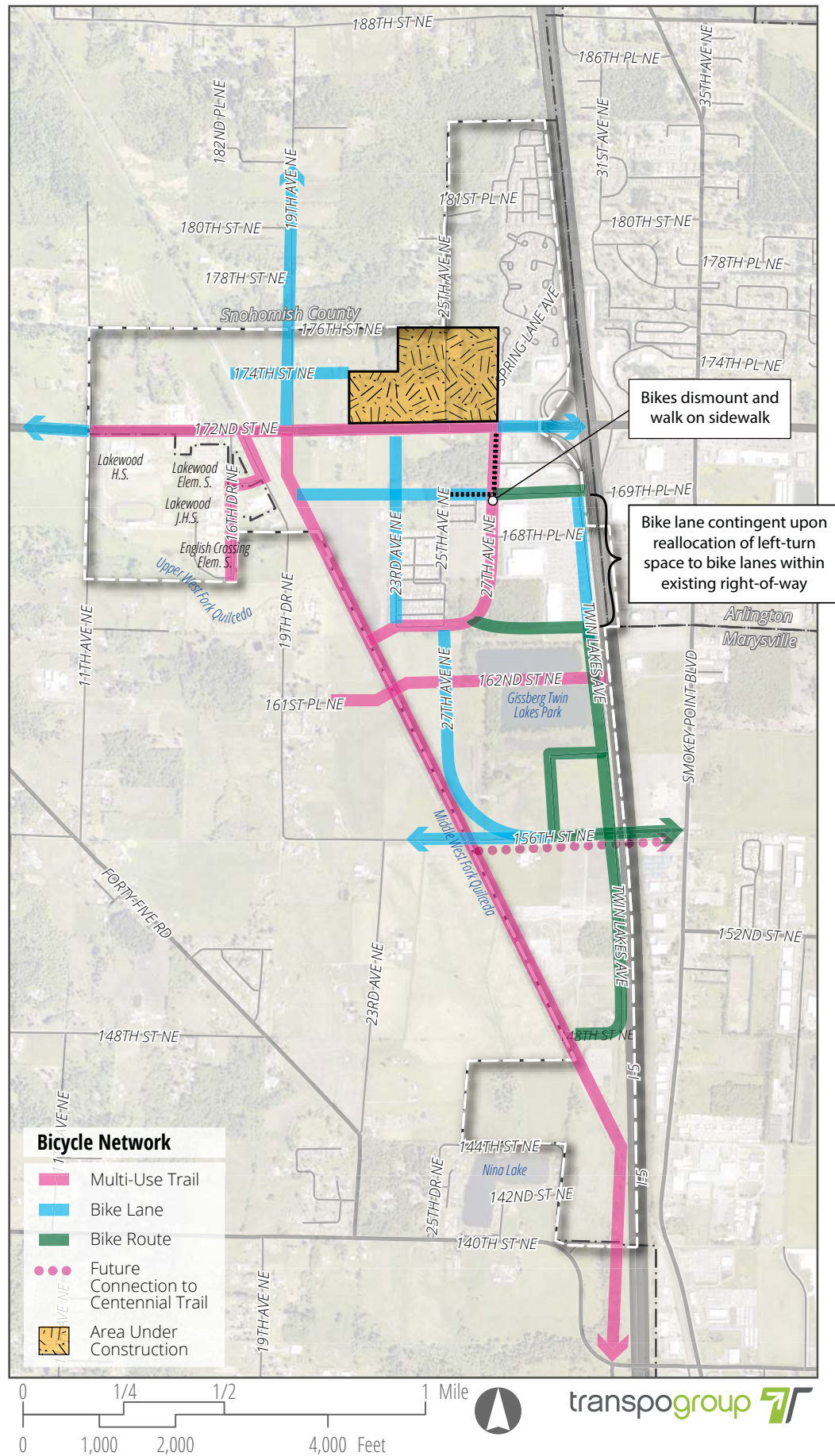


Figure 36. Proposed pedestrian network map.



**Figure 37.** Proposed bicycle network map.



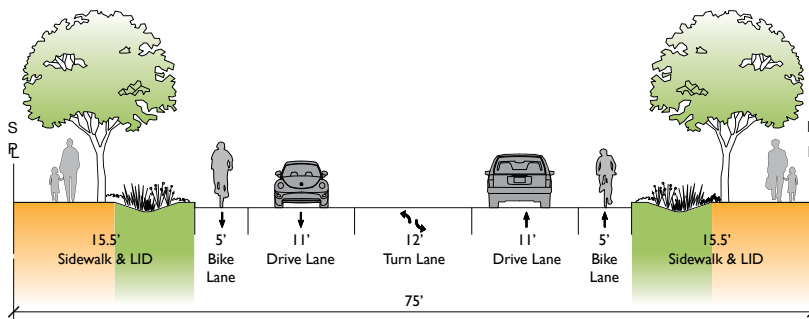
## STREETSCAPE DESIGN STANDARDS

Identified below are design guidelines for arterial and collector street connections. Cross-sections that represent the typical roadway are shown below. Two-lane roadway cross-sections are preferred, except at intersections where turn lanes are needed. Several options are presented, including both traditional drainage solutions and Low Impact Development (LID). The City Engineer shall have final authority to implement final design and cross-sections for arterial and collector street connections.

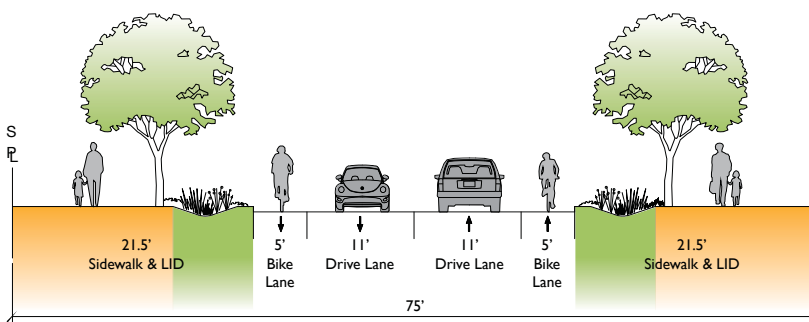
### NEW ROAD WITH BIKE LANES: OPTION 1 (WITH LID)

This plan recommends the following characteristics for a typical new street (represented in blue on Figure 37). With a 75-foot right-of-way, stormwater runoff can be treated and infiltrated onsite. Thus, this plan recommends Option 1 over Option 2. Option 1 has the following characteristics:

- Two travel lanes of 11 feet wide, with a 12-foot left turn lane at intersections.
- Access management reduces mid-block turning vehicular conflicts with pedestrians and cyclists.
- Bike lanes a minimum of 5 feet wide.
- Sidewalks a minimum of 5 feet wide with a planted buffer of varying width between travel lanes and sidewalks.
- Explore mid-block crosswalks in coordination with through-block connections.
- Traffic circles to break up longer stretches.



Street with Bike Lane 75' ROW (with a turn lane)  
(19th Ave, 23rd Ave, 27th Ave, Twin Lakes Ave, 174th St, 169th Place, 156th St)

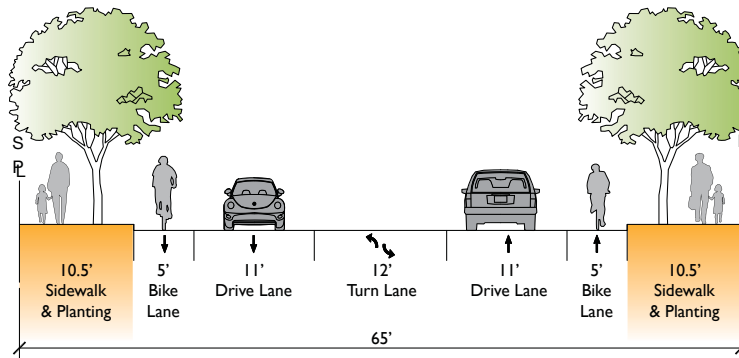


Street with Bike Lane 75' ROW  
(19th Ave, 23rd Ave, 27th Ave, Twin Lakes Ave, 174th St, 169th Place, 156th St)

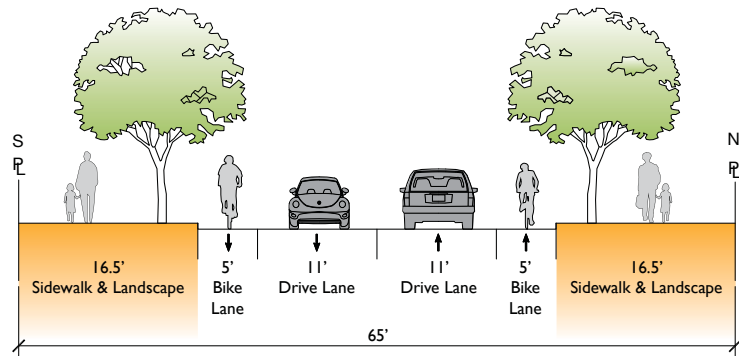
**Figure 38.** Proposed typical new road with bike lanes with LID (preferred Option 1); turn lanes at intersections (above) and narrowed for slower speeds and access management between intersections (below).

### NEW ROAD WITH BIKE LANES: OPTION 2 (WITHOUT LID)

If a 65-foot right-of-way is preferred, this plan recommends the following characteristics for a typical new street (represented in blue on Figure 37). Note that this limited right-of-way could also accommodate onsite stormwater infiltration (LID).



Street with Bike Lane 65' ROW



Street with Bike Lane 65' ROW (without a turn lane)

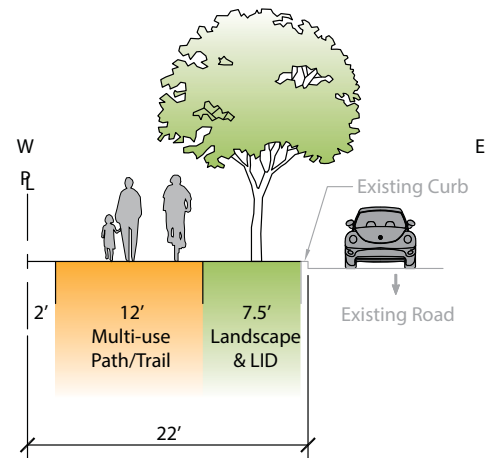
**Figure 39.** Proposed typical new road with bike lanes without LID (Option 2); turn lanes at intersections (above) and narrowed for slower speeds and access management between intersections (below).

- Two 11-foot wide travel lanes, with a 12-foot left turn lane at intersections.
- Access management should reduce mid-block turning vehicular conflicts with pedestrians and cyclists.
- Bike lanes a minimum of 5 feet wide (not including gutter).
- Sidewalks a minimum of 5 feet wide with a planted buffer of varying width between travel lanes and sidewalks.
- Explore mid-block crosswalks in coordination with through-block connections.
- Explore traffic circle locations for speed management and pedestrian safety.

## MULTI-USE TRAIL

New multi-use trails (marked in pink on Figures 36 and 37) are proposed along fairly high-volume streets that connect to major destinations, such as the Lakewood Crossing shopping center and the Lakewood schools. This cross-section would be used along segments of 27th Avenue NE, 164th Street NE, 16th Drive NE, 19th Drive NE, and 19th Avenue NE. New trails along streets should include the following elements:

- 12-foot multi-use trail with a 2-foot buffer from the property line.
- A 7.5-foot landscaped LID buffer between the trail and the roadway.
- Standard LID and sidewalk cross-section on opposite side of roadway.

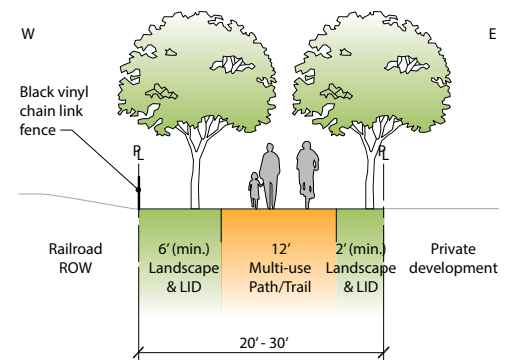


**Figure 40.** Proposed typical new multi-use trail adjacent to roads.

## TRAIL AT RAILROAD

A new multi-use trail is proposed on the east side of the railroad right-of-way. This would provide a regional connection through the Lakewood Neighborhood. Unlike many of the other proposed bicycle facilities, this trail would not be adjacent to a road, making it a potentially quieter and more suburban/rural feeling trail. Development on the east side should help to create a sense of safety and liveliness by providing eyes on the trail, frequent access points, and site and building design that relates to the trail. The trail should have the following components:

- 12-foot multi-use path/trail,
- A black vinyl chain link fence along the railroad property,
- 6-foot minimum landscaping and LID between the railroad right-of-way and the trail, and
- 2-foot minimum landscaping or shy distance between the trail and private development, depending on development needs and character.

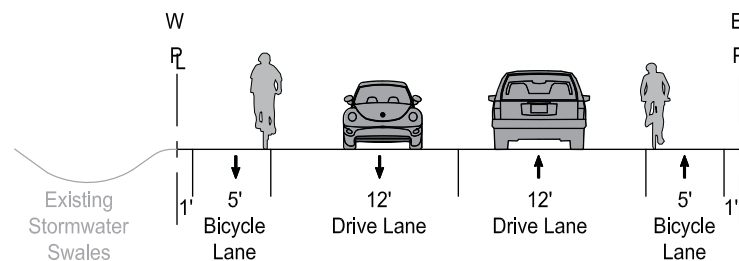


**Figure 41.** Proposed typical new multi-use trail adjacent to the railroad right-of-way.

### TWINS LAKE AVENUE RESTRIPING

Twin Lakes Avenue would provide a north-south bicycle route for eastern Lakewood. This plan notes the following for restriping the road to accommodate bicycles:

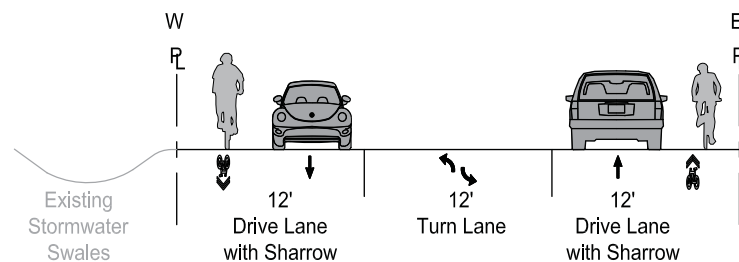
- Remove two-way-left turn lane and add 5 foot bike lanes.
- This project is contingent on traffic volumes along the road segment bracketed on Figure 37.
- This action maintains 12-foot lane widths; the need for narrower lanes might be explored.



Twin Lakes Avenue DRAFT



**Figure 42.** Proposed restriping of Twin Lakes Ave to accommodate bicycle lanes.



Twin Lakes Avenue DRAFT



**Figure 43.** Proposed bicycle sharrow placement on Twin Lakes Ave if turn lane cannot be removed.

## UTILITIES AND STORMWATER RUNOFF STRATEGY

Due to the anticipated lower traffic volumes on neighborhood roads, there is more space available for LID. Neighborhood roads will generally be new to the area. The first stormwater consideration will be to balance transportation needs while minimizing stripping and compacting of native soil. Drainage improvements and utility extensions will be installed in conjunction with surface improvements. LID opportunities that will be evaluated will include: street trees, roadside bioretention, permeable sidewalks, and infiltration trenches. In addition to providing stormwater management, LID provides buffers between pedestrians and vehicle traffic.

## DECORATIVE STREET LIGHTING REQUIREMENTS

Decorative street lighting will be required on the following streets:

- 169th Street NE
- 172nd Street NE
- 174th Street NE
- 19th Avenue NE
- 23rd/25th Avenue NE (north-south extension)
- 27th Avenue NE
- 30th Avenue NE
- 164th Street NE
- 159th Street NE
- 156th Street NE

See lighting standards in Appendix B.

## IMPLEMENTATION

As described for the 172<sup>nd</sup> Street NE implementation, neighborhood streets would be paid for and constructed by developers to mitigate new development. New “Street Connectivity” language in the Lakewood Design Guidelines will ensure that this approach eventually leads to a complete network. However, implementing major legs earlier would make the network more useful in the near-term. The pedestrian and bicycle funding mentioned for 172<sup>nd</sup> Street NE above may also be applicable for these neighborhood streets and paths. In addition, the trails and links to Gissberg Twin Lakes Park may have additional funding options as it serves a recreational and park-like purpose. These options may include City-collected parks fees, the City general fund, Community Development Block Grant (CDBG) funds, and Washington Recreation and Conservation Office (RCO) trails development funds.



# Appendix A - DESIGN STANDARDS

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## A. Administrative

### A.1 Authorization and Purpose

Design standards and guidelines are a critical tool to help guide private development in a way that can help realize the community's goals and objectives. Ultimately, the design standards and guidelines are intended to:

- (1) Encourage the realization and creation of a desirable and aesthetic environment in the Lakewood Neighborhood master plan area;
- (2) Encourage and promote development which features amenities and excellence in site planning, streetscape, building design and contribution to community charm;
- (3) Encourage creative approaches to the use of land and related physical developments;
- (4) Provide clear objectives for those embarking on the planning and design of projects in the Lakewood Neighborhood;
- (5) Increase awareness of design considerations among the citizens of the Lakewood Neighborhood; and
- (6) Bring the range of uses together by individual site plans that will:
  - (a) Demonstrate how the elements of the site relate to the street front;
  - (b) Provide for compatibility with adjacent land uses;
  - (c) Provide protection or mitigation of natural features;
  - (d) Enhance street fronts and street corners;
  - (e) Promote public safety;
  - (f) Incorporate service areas and storm water facilities in a nonobtrusive manner; and
  - (g) Provide convenient pedestrian and vehicle circulation connecting on-site activities with adjacent pedestrian routes and streets.

### A.2 To What Properties Do the Standards and Guidelines Apply?

These standards and guidelines apply to new development within the Lakewood Master Plan Area, as depicted in Figure A1.

### A.3 When Do I Need to Comply?

These standards and guidelines shall be applied by the city to individual building permits for development in the Lakewood Neighborhood Master Plan area. Section B applies to residential zones and Section C applies to commercial, mixed use and public institutional zones within the master plan area. The following are exempted from these standards and guidelines:

- (1) Construction activities which do not require a building permit;
- (2) Interior remodels of existing structures;
- (3) Modifications or additions to existing multifamily, commercial, industrial, office and public properties when the modification or addition:
  - (a) Constitutes less than 10 percent of the existing horizontal square footage of the use or structure; and
  - (b) Constitutes less than 10 percent of the existing building's exterior facade.

These standards are intended to supplement the existing and future zoning standards in the Marysville Municipal Code. The design standards will be in addition to the base standards and a site plan approval process will be required by the City of Marysville. Due to the high variety of uses allowed, some incompatibility between this plan and the Marysville Municipal

Code may arise. If there is a conflict that arises between this Master Plan and the Marysville Municipal Code, the Planning Director will issue an administrative interpretation to define which code standard will apply.

#### A.4 How are the Standards and Guidelines Interpreted and Applied?

These standards capture the community visions and values as reflected in the comprehensive plan's neighborhood planning areas. The city's community development director (hereinafter referred to as "director") retains full authority to determine whether a proposal meets these standards.

Within these standards, certain words are used to indicate the relative importance and priority the city places upon a particular standard.

(1) The words "shall," "must," and "is/are required," or words with their equivalent meaning, mean that the development proposal must comply with the standard unless the director finds that:

- (a) The standard is not applicable in the particular instance; or
- (b) The development proposal meets the intent of the standards in some other manner.

(2) The word "should," or words with its equivalent meaning, means that the development proposal will comply with the standard unless the director finds that:

- (a) The standard is not applicable in the particular instance;
- (b) The development proposal meets the intent of the standards in some other manner; or
- (c) There is convincing evidence that applying the standard would not be in the public interest.

(3) The words "is/are encouraged," "can," "consider," "help," and "allow," or words with their equivalent meaning, mean that the action or characteristic is allowed and will usually be viewed as a positive element in the city's review.

The project proponent may submit proposals that he/she feels meet the intent of the standards but not necessarily the specifics of one or more standards. In this case, the director will determine if the intent of the standard has been met.

#### A.5 Review Process

These standards and guidelines should be studied at the beginning of a prospective applicant's planning process and are intended to make people aware of the design issues that warrant early consideration. The City requires prospective applicants to apply for a **Pre-Application Conference** prior to applying for development permits. The goal of this meeting is to provide clear direction to the applicant early in the process, provide for an informal discussion of site-specific design issues and opportunities, and minimize the need for costly design changes late in the design phase.

Applicable review processes are defined in Marysville Municipal Code Title 22G *Administration and Procedures*.

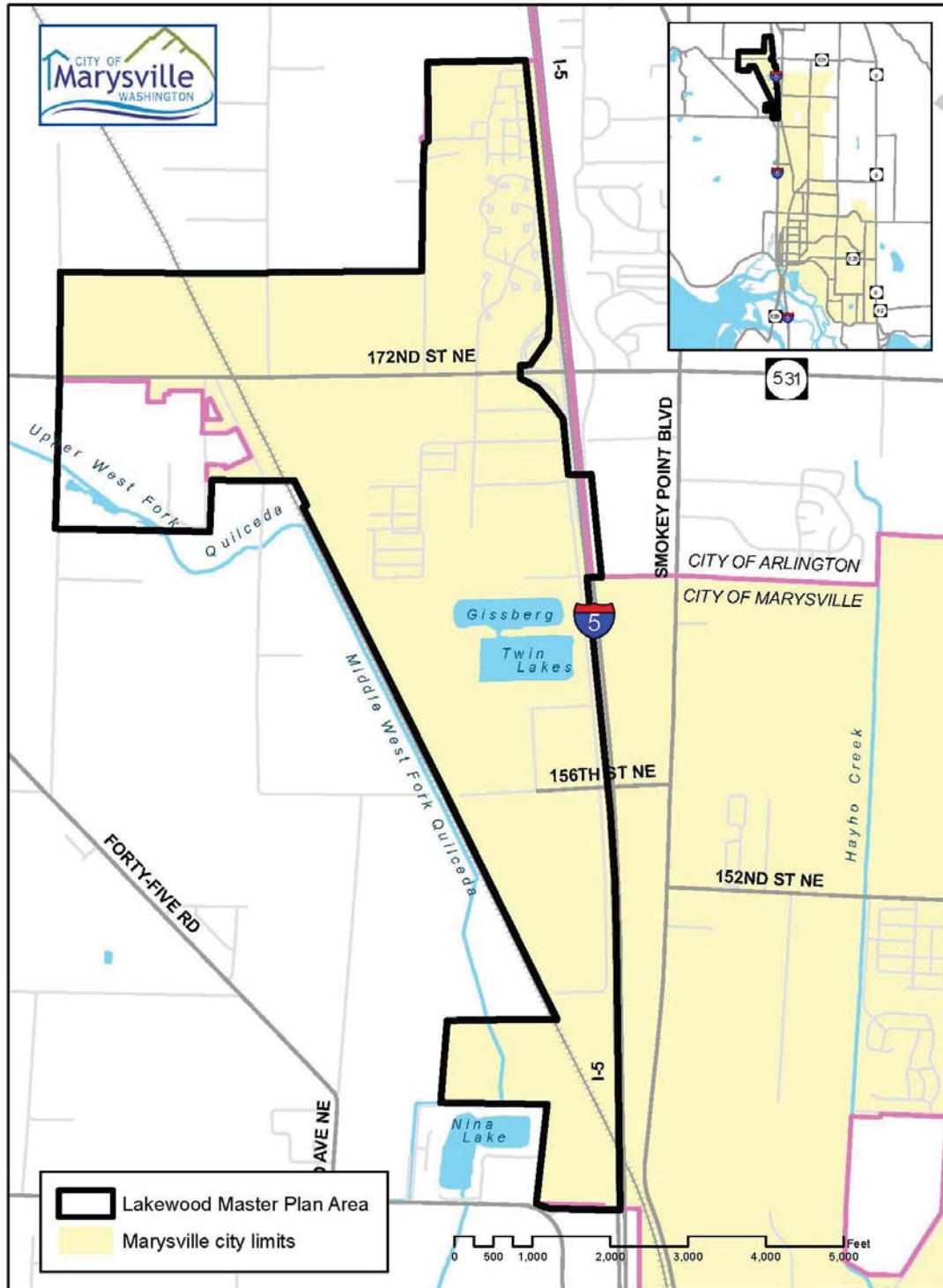


Figure A1 – Lakewood Neighborhood Master Plan Boundary Map

## B. Residential Zones

### B.1 Zero lot line development

In any PRD overlay zone, interior setbacks may be modified during subdivision or short subdivision review as follows:

If a building is proposed to be located within a normally required interior setback:

- (1) An easement shall be provided on the abutting lot of the subdivision that is wide enough to ensure a 10-foot separation between the walls of structures on adjoining lots, except as provided for common wall construction;
- (2) The easement area shall be free of structures and other obstructions that would prevent normal repair and maintenance of the structure's exterior;
- (3) Buildings utilizing reduced setbacks shall not have doors that open directly onto the private yard areas of abutting property. Windows in such buildings shall not be oriented toward such private yard areas unless they consist of materials such as glass block, textured glass, or other opaque materials, and shall not be capable of being opened, except for clerestory-style windows or skylights; and
- (4) The final plat or short plat shall show the approximate location of buildings proposed to be placed in a standard setback area.

### B.2 Cottage housing developments

- (1) Purpose. The purpose of this section is to:
  - (a) Provide a housing type that responds to changing household sizes and ages (e.g., retirees, small families, single-person households);
  - (b) Provide opportunities for ownership of small, detached units within a single-family neighborhood;
  - (c) Encourage creation of more usable space for residents of the development through flexibility in density and lot standards;
  - (d) Support the growth management goal of more efficient use of urban residential land; and
  - (e) Provide guidelines to ensure compatibility with surrounding uses.
- (2) Applicability. Cottage housing developments are allowed in residentially zoned properties in the Lakewood Neighborhood.
- (3) Accessory dwelling units shall not be permitted in cottage housing developments.
- (4) Density and Minimum Lot Area.
  - (a) Cottage housing developments shall contain a minimum of four cottages arranged on at least two sides of a common open space or configuration as otherwise approved by the director, with a maximum of 12 cottages per common open space.
  - (b) On a lot to be used for a cottage housing development, existing detached single-family residential structures, which may be nonconforming with respect to the standards of this section, shall be permitted to remain, but the extent of the nonconformity may not be increased. Such nonconforming dwelling units shall be included in the maximum permitted cottage density.
  - (c) Cottage housing developments shall be allowed a density not to exceed two times the base density allowed in the underlying zone.
- (5) Height Limit and Roof Pitch.
  - (a) The height limit permitted for structures in cottage housing developments shall be 18 feet.
  - (b) The ridge of pitched roofs with a minimum slope of six to 12 (6:12) may extend up to 28 feet. The ridge of pitched roofs with a minimum slope of four to 12 (4:12) may extend up to 23 feet. All parts of the roof above 18 feet shall be pitched.

## (6) Lot Coverage and Floor Area.

(a) The maximum lot coverage permitted for buildings in cottage housing developments shall not exceed 40 percent and the maximum total lot coverage shall not exceed 60 percent.

(b) The maximum main floor area is 800 square feet.

(c) The total floor area of each cottage shall not exceed either one and one-half times the area of the main level or 1,200 square feet, whichever is less. Enclosed space in a cottage located either above the main level and more than 12 feet above finished grade, or below the main level, shall be limited to no more than 50 percent of the enclosed space of the main level, or 400 square feet, whichever is less. This restriction applies regardless of whether a floor is proposed in the enclosed space, but shall not apply to attic or crawl spaces (less than six feet in height).

(d) Attached garages shall be included in the calculation of total floor area.

(e) Areas that do not count as total floor area are:

(i) Unheated storage space located under the main floor of the cottage.

(ii) Attached roofed porches.

(iii) Detached garages or carports.

(iv) Spaces with the ceiling height of six feet or less measured to the exterior walls, such as a second floor area under the slope of a roof.

(f) The total square foot area of a cottage dwelling unit may not be increased. A note shall be placed on the title to the property for the purpose of notifying future property owners that any increase in the total square footage of a cottage is prohibited for the life of the cottage or duration of city cottage regulations.

## (7) Yards.

(a) Front Yards. The front yard setback for cottage housing developments shall be 10 feet. A front porch may extend up to 5 feet into the front yard setback.

(b) Rear Yards. The minimum rear yard for a cottage housing development shall be 10 feet. If abutting an alley the rear yard setback may be reduced to five feet.

(c) Side Yards. The minimum required side yard setback for a cottage housing development shall be five feet. When there is a principal entrance along a side facade, the side yard shall be no less than 10 feet along that side for the length of the pedestrian route. This 10-foot side yard shall apply only to a height of eight feet above the access route.

(d) Interior Separation for Cottage Housing Developments. There shall be a minimum separation of 10 feet between principal structures. When there is a principal entrance on an interior facade of either or both of the facing facades, the minimum separation shall be 10 feet.

## (8) Required Open Space.

(a) Quantity of Open Space. A minimum of 400 square feet per unit of landscaped open space is required. This quantity shall be allotted as follows:

(i) A minimum of 200 square feet per unit shall be private usable open space (setbacks and common open space shall not be counted as private open space); and

(ii) A minimum of 150 square feet per dwelling unit shall be provided as common open space. (Setbacks and private open space shall not be counted as common open space.)

(b) Critical areas and buffers shall not be counted as open space.

(c) Each house shall abut its private open space. A fence or hedge not to exceed three feet in height may separate private open space from common open space.

## (9) Development Standards. Cottages shall be oriented around and have their main entry from the common open space.

(a) Private usable open space shall be provided in one contiguous area with a minimum area of 200 square feet. No horizontal dimension of the open space shall be less than 10 feet and shall be oriented toward the common open space, as much as possible.

(b) Required common open space shall be provided at ground level in one contiguous parcel. Each cottage shall abut the common open space, and the common open space shall have cottages abutting at least two sides.

(c) The minimum horizontal dimension for common open space shall be 20 feet.

(d) Each cottage unit shall have a covered porch or entry of at least 60 square feet with a minimum dimension of six feet on any side.

(e) Secondary entrances facing a street or sidewalk shall have at least a five-foot by five-foot porch.

(f) Separation of Identical Building Elevations. Units of identical elevation types must be separated by at least two different elevations. This will result in at least three different elevation plans per cluster. No two adjacent structures shall be built with the same building size or orientation (reverse elevations do not count as different building elevations), facade, materials, or colors.

(g) Variety in Building Design. A variety of building elements and treatments of cottages and accessory structures must be incorporated. Structures must include articulation, change in materials or texture, windows, or other architectural feature as shown in Section 22C.010.290. No blank walls are allowed.

(h) Five-foot-wide pedestrian pathways (sidewalks) must be included to provide for movement of residents and guests from parking areas to homes and other amenities.

(10) Parking shall be:

(a) Located on the cottage housing development property.

(b) Located in clusters of not more than five adjoining spaces.

(c) Screened from public streets and adjacent residential uses by landscaping or architectural screening.

(d) Parking must be located toward the rear of the principal structure and served by an alley or private driveway. Parking is not allowed in the front yard.

(e) Off-street parking requirements are as follows:

(i) Units under 700 square feet: one space per unit;

(ii) Units between 700 and 1,000 square feet: one and one-half spaces per unit; and

(iii) Units over 1,000 square feet: two spaces per unit.

(f) At least one parking stall per dwelling must be enclosed or covered.

(g) Access to parking shall be from the alley when property abuts a platted alley improved to the city's engineering design and development standards or when the director determines that alley access is feasible and desirable to mitigate parking access impacts.

(11) Covered parking areas should be located so their visual presence is minimized, and associated noise or other impacts do not intrude into public spaces. These areas should also maintain the single-family character along public streets.

(a) For shared detached garages, the design of the structure must be similar and compatible to that of the dwelling units within the development.

(b) Shared detached garage structures shall be reserved for the parking of vehicles owned by the residents of the development. Storage of items which precludes the use of the parking spaces for vehicles is prohibited.

(c) The design of carports must include rooflines similar and compatible to those of the dwelling units within the development.

(12) Screening Requirements.

(a) Common waste and other storage receptacles shall not be placed in the front yard setback area.

(b) Common waste and other storage receptacles shall be architecturally screened and/or screened with landscaping so as to mask their appearance to residents, adjacent property owners, and the public rights-of-way.

(13) Requests for Modifications to Standards. The community development director may approve minor modifications to the general parameters and design standards set forth in this chapter, provided the following criteria are met:

- (a) The site is constrained due to unusual shape, topography, easements or sensitive areas.
- (b) The modification is consistent with the objectives of this chapter.
- (c) The modification will not result in a development that is less compatible with neighboring land uses.

### B.3 Site and building design standards

(1) Applicability.

(a) Prior to submitting a building permit application, all development to which these standards apply shall be required to submit a site plan and elevations addressing the standards in this section for administrative review and approval by the community development director.

(b) The site and building design standards of this section apply to multifamily and townhome developments, whereas only subsections (2) and (4) of this section apply to single-family developments.

(2) Relationship of Buildings to Site and Street Front and Open Space.

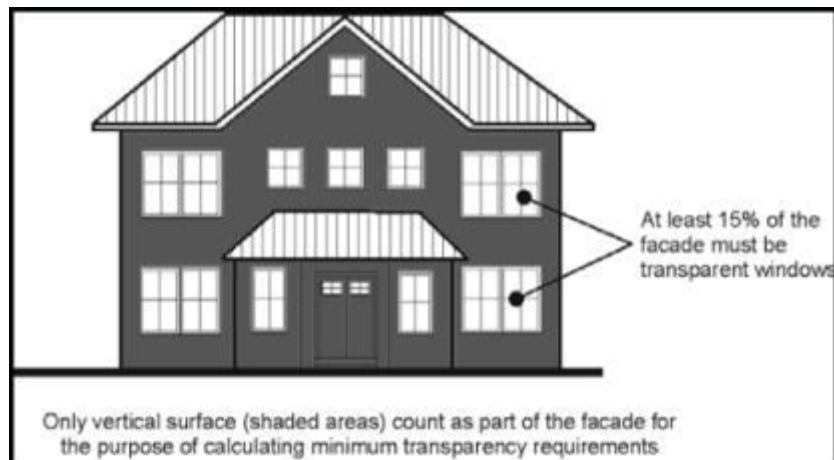
(a) The site shall be oriented and designed to create an attractive street edge and accommodate pedestrian access. The following provisions apply:

(i) The street edge shall be defined with buildings, landscaping or other features.

(ii) Primary building entrance(s) shall face the street unless it is not feasible due to parcel size, topography, environmental conditions, or other factors as determined by the director, and alternate design elements are incorporated into the facade which enliven the streetscape. Alternatively, for multifamily projects, building entries that face onto a courtyard which is oriented towards the street are acceptable. Multifamily residential buildings that face common open space shall also provide a prominent building entry facing the street conforming to provision (8) of this section.

(iii) Buildings with individual ground floor entries should face the street and/or common open space to the extent possible. Alternatively, for multifamily projects, configurations where entries face onto a courtyard or open space that is oriented to the street are acceptable.

(iv) Buildings shall provide windows that face the street to provide "eyes on the street" for safety. To meet this requirement, at least 15 percent of the facade facing the street shall be occupied by transparent windows or doors.





*Figure B1 – Illustration of facade transparency requirements which enhance safety and the relationship to the street front.*

(v) Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way.

(vi) Provide building entries that are accessed from the sidewalk. These pathways must be separated from parking and drive aisles and must not cross a parking lot.

(vii) Unless the building is immediately adjacent to the public ROW, the yard or open space between the street and the building front shall be landscaped. At least 20% of the landscaped area shall be trees and shrubs.

(viii) Private ground floor living spaces directly facing a public ROW and within 60 feet of the street shall be screened with planting (shrubs and trees) at least 2' high.

(b) The development shall create a well-defined streetscape to allow for the safe movement of pedestrians.

(c) For multifamily residences, no more than 50 percent of the total public street front may be occupied by parking unless it is not feasible due to parcel size, topography, environmental conditions, or other facts as determined by the director. Where the property fronts on more than one public street, this provision applies to pedestrian-oriented streets. If none are designated, then only one street frontage. Parking lots shall not be located at the intersection of public streets.

(d) For properties facing 172<sup>nd</sup> St NE, buildings shall be set back sufficiently to provide space for the public multi-use pathway, stormwater management, landscaping, utilities, or other multi-use trails as determined by the director. Additionally, all residential buildings should be set back at least 20 feet from the public multi-use pathway and be landscaped with a mix of trees, shrubs, and ground cover. At least 50% of the landscaping must be trees and shrubs. The public trail should be distinguished from a semi-private yard with a short fence, hedge, or retaining wall (maximum 4 feet in height). The director may exempt the development from providing street trees if they are provided by the public improvement package.

(e) Relationship to common open spaces or designated pedestrian streets. The following applies to residential buildings facing common open spaces.

(i) For residences that do not have ground floor living spaces (e.g.: that have a ground floor garage facing the park), there should be at least a 5 foot planting strip along the base of the building with shrubs and small trees planted to form a continuous screen, at least 6' tall (three years after planting) along the building façade. The residence must have upper story windows or a balcony facing the open space, and there must be no "blank walls facing the open space on any floor, except the ground floor when screened with the plantings as noted above (see Figure B2).

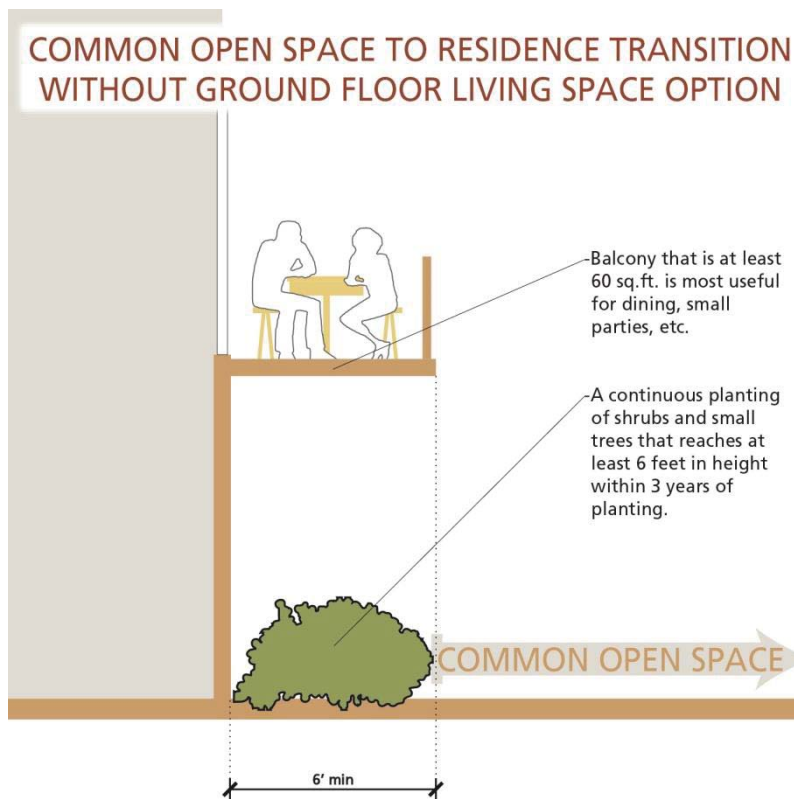


Figure B2. Planting requirements for residences without a ground floor living space fronting a common open space.

(ii) For residences with ground floor living spaces facing the open space the building must feature at least one of the public/private space transition elements described below

(A) Deck or porch option – Provide at least a 60 square foot porch or deck raised at least 1 foot above grade. The porch or deck must be at least 6 feet wide, measured perpendicular to the house face. (The deck may be recessed into the house floor plan so that the deck extends out from the house less than 6 feet). A low fence, rail or planting, 2 feet to 4 feet high, is recommended. A porch roof or weather protection is optional. (See Figure B3)

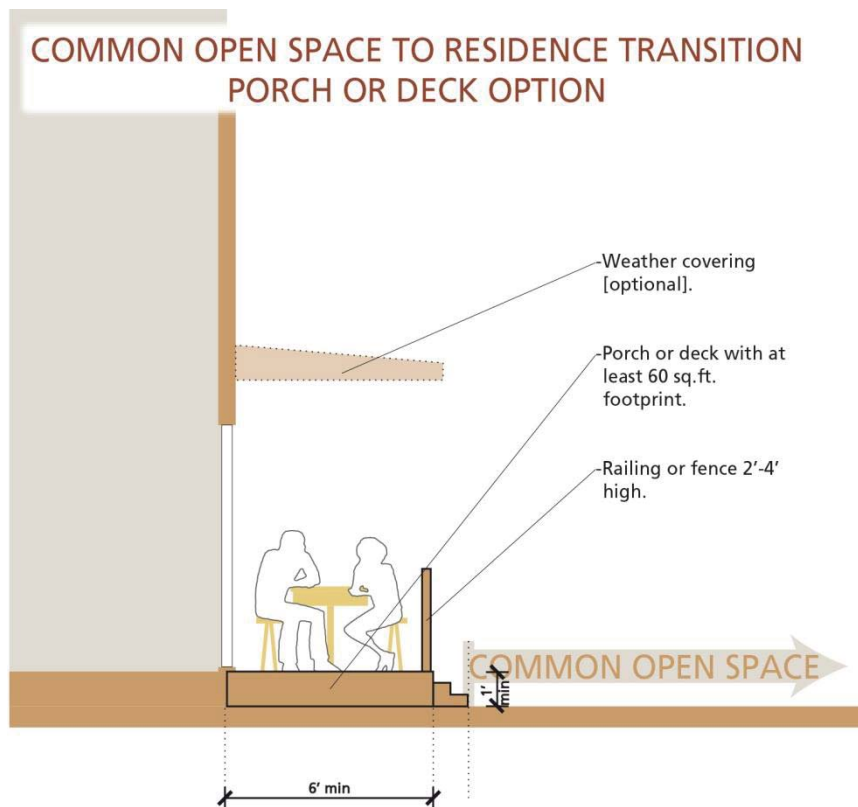


Figure B3. Deck or porch option for residence/common open space transition

(B) Private open space option – Provide at least a 10 foot wide private open space along the face of the residence. The space may be paved or landscaped but must be delineated with a fence or planting 2 to 4 feet high. (See Figure B4)

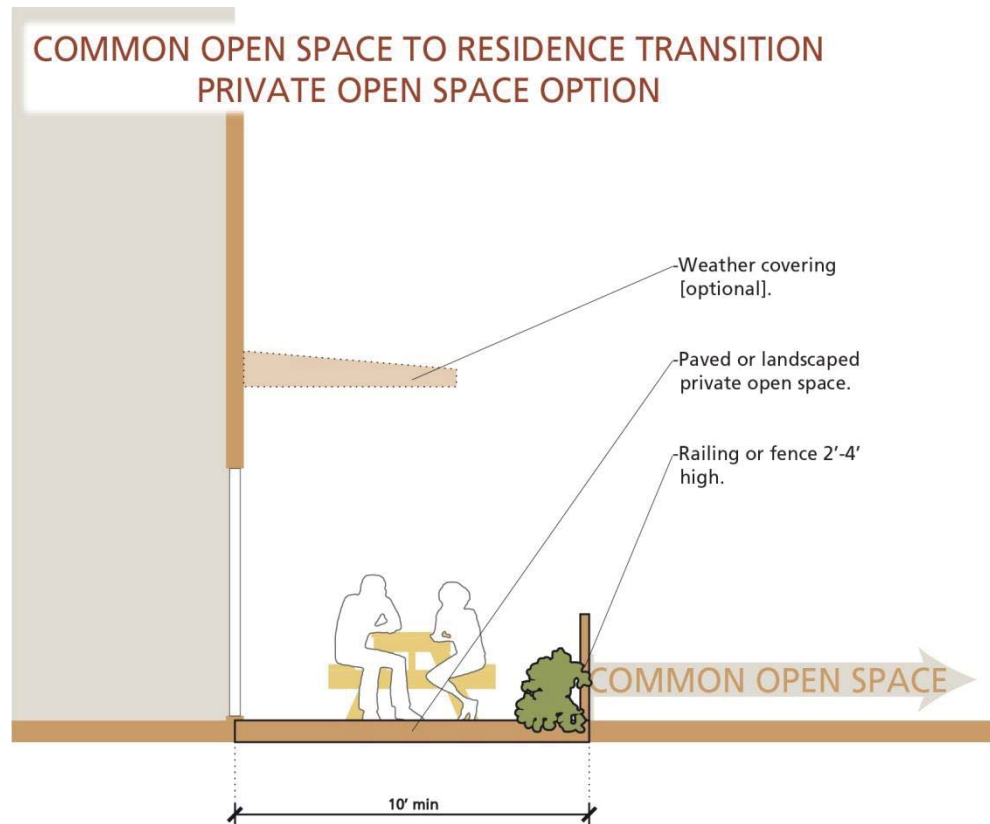


Figure B4. Private open space option for residence/common open space transition

(C) Landscaped area - Provide a landscaped area at least 8 feet wide along the face of the building. The plantings must reach 3 feet high within three years after planting.

(D) Raised ground floor- If the residence's ground floor is at least 3 feet above the grade adjacent to the building, then the landscaped area in option 3, above, may be reduced to 4 feet wide.

(E) Other transition design measure that adequately protects the privacy and comfort of the residential unit and the attractiveness and usefulness of the common open space at least as effectively as option 1 through 4 above, as determined by the City.

(F) A combination of the options described above. (e.g.: the residence could feature a smaller deck plus some additional private open space).



*Figure B5. Note how the porches and the landscaping elements provide a graceful and inviting entrance transition from the public space to the private realm.*

(3) Relationship of Buildings and Site to Adjoining Area.

(a) Where adjacent buildings and neighborhoods are consistent with the comprehensive plan and desired community character, new buildings and structures should achieve the visual continuity between the proposed and existing development building setbacks, placement of structures, location of pedestrian/vehicular facilities and spacing from adjoining buildings.

(b) Solar access of the subject and adjacent properties should be considered in building design and location.

(c) Attractive landscape transition to adjoining properties shall be provided.

(d) Public and quasi-public buildings and structures shall be consistent with the established neighborhood character.

(4) Landscape and Site Treatment.

(a) Parking lot screening and interior landscaping shall be provided consistent with [Chapter 22C.120 MMC](#). The following criteria shall guide review of plans and administration of the landscaping standards in the zoning code:

(i) The landscape plan shall demonstrate visual screening from parking areas.

(ii) The landscape plan shall provide some physical separation between vehicular and pedestrian traffic.

(iii) Where feasible, the landscape plan shall integrate natural approaches to storm water management, including featured low impact development techniques.

(iv) In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree guards or other devices.

(v) Screening of outdoor service yards and other places which tend to be unsightly shall be accomplished by use of walls, fencing, planting, berms or combinations of these.

(vi) Landscaping should be designed to create definition between public and private spaces.

(vii) Where feasible, the landscape plan shall coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.

(vii) The landscape plan shall provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.

(ix) The landscape plan shall use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open spaces.

(b) Street Landscaping. Where the site plan includes streetscape plantings, the following guidelines apply:

(i) Sidewalks and pathways should be separated from the roadway by planting strips with street trees wherever possible. Street trees, at least 2-inch caliper, with spacing averaging no more than 30 feet on center, shall be provided, species as approved by the director.

(ii) Planting strips should generally be at least five feet in width. Evergreen shrubs should be no more than four feet in height and/or ground cover in accordance with the City of Marysville landscape standards ([MMC Chapter 22C.120](#)) and Marysville administrative landscaping guidelines.

(iii) Street trees placed in tree grates may be more desirable than planting strips in pedestrian areas where space is limited.

(iv) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) are strongly encouraged.

(c) Exterior lighting shall be part of the architectural concept. Lighting shall enhance the building design and adjoining landscaping. Appropriate lighting levels shall be provided in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas, in order to ensure safety and security; enhance and encourage evening activities; and provide a distinctive character to the area. New developments shall provide a lighting site plan which identifies lighting equipment, locations and standards, and implements the following design standards:

(i) All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:

(A) Minimum (for low or non-pedestrian and vehicular traffic areas) of one-half foot candle;

(B) Moderate (for moderate or high volume pedestrian areas) of one to two foot candles; and

(C) Maximum (for high volume pedestrian areas and building entries) of four foot candles.

(ii) Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

(iii) Parking lot lighting shall be subject to the provisions set forth in [MMC 22C.130.050\(3\)\(d\)](#).

(iv) Pedestrian-scale lighting (light fixtures no taller than 15 feet) is encouraged in areas with high anticipated pedestrian activity. All fixtures over 15 feet in height shall be fitted with a full cut-off shield, be dark sky rated, and mounted no more than 25 feet above the ground with lower fixtures preferable so as to maintain a human scale. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

(v) Light levels at the property line should not exceed 0.1 foot candles (fc) adjacent to business properties, and 0.05 foot candles adjacent to residential properties. All building lights shall be directed onto the building itself and/or the ground immediately

adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.

(vi) Limited uplighting on trees and provisions for seasonal lighting is acceptable.

(vii) Limited accent lighting on architectural and landscape features is encouraged to add interest and focal points.

(5) Site Design Utilizing Crime Prevention through Environmental Design (CPTED) Principles. Development that is subject to this section shall incorporate the following CPTED strategies into building design and site layout:

(a) Access Control. Guidance of people coming and going from a building or site by placement of real and perceived barriers. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas that are not readily observable.

(b) Surveillance. Placement of features, uses, activities, and people to maximize visibility. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them.

(c) Territoriality/Ownership. Delineation of private space from semi-public and public spaces that creates a sense of ownership. Techniques that reduce the perception of areas as "ownerless" and, therefore, available for undesirable uses.

Examples of ways in which a proposal can comply with CPTED principles are outlined in the CPTED Guidelines for Project Design and Review, prepared by the city.

(6) Building Design –Human-Scale Standards. The human-scale standards are intended to encourage the use of building components that relate to the size of the human body, and to add visual interest to buildings. "Human scale" addresses the relationship between a building and the human body. Generally, buildings attain a good human scale when they feature elements or characteristics that are sized to fit human activities, such as doors, porches, and balconies. A minimum of four of the following human-scale building elements shall be incorporated into the new development:

(a) Balconies or decks in upper stories, at least one balcony or deck per upper floor on the facades facing streets, provided they are integrated into the architecture of the building;

(b) Bay windows or other window treatments that extend out from the building face;

(c) At least 150 square feet of pedestrian-oriented space for each 100 lineal feet of building facade;

(d) Individual windows, generally less than 16 square feet per pane and separated from the windows by at least a six-inch molding;

(e) Porches of at least 100 square feet in area;

(f) Spatially defining building elements, such as a trellis, overhang, canopy, or other element, that defines space that can be occupied by people;

(g) Upper story setbacks, provided one or more of the upper stories are set back from the face of the building at least six feet;

(h) Smaller building elements near the entry of pedestrian-oriented street fronts of large buildings;

(i) Landscaping components that meet the intent of these standards; and/or

(j) The director may consider other methods to provide human-scale elements not specifically listed here. The proposed methods must satisfy the intent of these standards.



Figure B6 – An example of balconies that have been integrated into the architecture of the building.

(7) Building Design – Architectural Scale. The architectural scale standards are intended to encourage compatibility of structures with nearby structures, to help the building fit in with its context, and to add visual interest to buildings.

(a) Vertical Facade Modulation. All new residential buildings shall provide modulation (measured and proportioned inflection or setback in a building's facade) on facades facing a street, common open space, public area, or common parking area as follows:

(i) Buildings with facades that are 30 feet or longer shall provide vertical modulation of the exterior wall that extends through all floors; provided that where horizontal modulation is used different stories may be modulated at different depths.

(ii) The minimum modulation depth shall be three feet and the minimum modulation width for each modulation shall be 10 feet. On facades that are 100 feet or longer, the minimum depth of modulation shall be five feet and the minimum width for each modulation shall be 20 feet.

(iii) The minimum modulation depth identified in subsection (7)(a)(ii) of this section may be if tied to a change in color or building materials, and/or roofline modulation as defined in subsection (7)(c) of this section.

(iv) The director may consider departures from these standards, provided the proposed treatment meets or exceeds the intent of these standards.

(b) Facade Articulation. All new residential buildings shall include three of the following articulation features at intervals of no more than 30 feet along all facade facing a street, common open space, public area, and common parking areas:

(i) Repeating distinctive window patterns at intervals of no more than 30 feet (see Figure B7 below for an example).

(ii) Horizontal modulation (upper level step-backs, see Figure B8). To qualify for this measure, the minimum horizontal modulation shall be five feet.

(iii) Balconies that are recessed or projected from the facade at least 18 inches and integrated with the building's architecture as determined by the director.

(iv) Change of building materials.

(v) Articulation of the building's top, middle, and bottom. This typically includes a distinctive ground floor or lower floor design, consistent articulation of middle floors, and a distinctive roofline (see Figures B7 and B8).

(c) Roofline Modulation. Roofline modulation can be used in order to articulate the structure.

(i) In order to qualify as an articulation element in subsection (7)(b) of this section or in this subsection, the roofline shall meet the following modulation requirement:



(A) For flat roofs or facades with horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of the wall) when combined with vertical building modulation techniques described in subsection (7)(a) of this section. Otherwise, the minimum vertical dimension of roofline modulation is the greater of four feet or 0.2 multiplied by the wall height.

(B) Buildings with pitched roofs must include a minimum slope of 5:12 and feature modulated roofline components at the interval required per the applicable standard above.



Figure B7 – Note the repeating distinct window patterns and the articulation of the building's top, middle and bottom.



Figure B8 – Two examples of articulating a building's top, middle, and bottom by utilizing brick on the ground floor, defined window patterns and articulation treatments on upper floors, and a distinctive roofline.

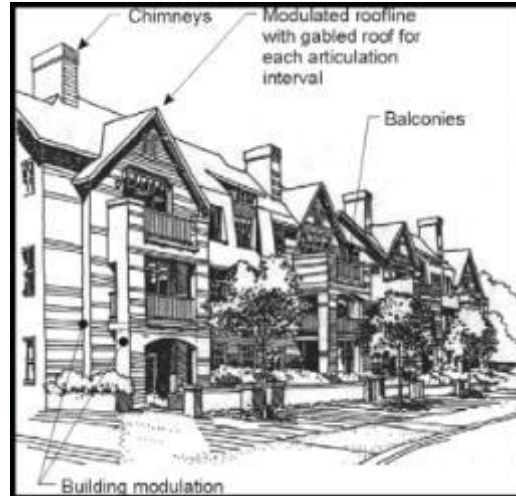


Figure B9 – Example of good articulation for a multifamily building.

(8) Building Design – Entrances. The intent of the building entrances standards is to ensure that buildings are inviting and accessible, and to encourage pedestrian activity. The principal building entrances of all buildings shall feature the following improvements, unless the director determines an alternate technique better addresses the intent of these standards:

(a) Weather cover (e.g.: porch or canopy) that is at least four feet deep and at least 32 square feet in footprint measured horizontally must be provided for the primary entrance(s) to residential units. Figures B10 and B11 demonstrate this requirement.

(b) Access to Residential Units. Ground floor residential units facing a street or common open space shall be directly accessible from the applicable street or open space.

(c) Townhouse Entrances. Townhouse and all other multifamily dwelling units with private exterior ground floor entries shall provide at least 20 square feet of landscaping adjacent to the entry. This is particularly important for units where the primary entrance is next to private garages off an interior access road. Such landscaping areas soften the appearance of the building and highlight individual entries. See Figure B11 for an example of what is desired and Figure B12 for an example of what is unacceptable.



Figure B10 – Weather protection that articulates the front facade is provided.



Figure B11 – Ground floor residential units directly accessible to the street with landscaping defining the entry.



Figure 12 – The left photo is an example of unacceptable townhouse design where there is no landscaping adjacent to the entries. The photo to the right is acceptable.

(9) Building Design – Details. The building design details standards are intended to ensure that buildings have design interest at all observable distances and to enhance the architecture of multifamily buildings. At closer distances, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. Multifamily building facades shall incorporate five architectural details, except that if option e below is used, only four architectural details are required. Chosen details shall be compatible with the chosen architectural character of the building. Detail options include:

- (a) Distinctive porch design with unique design as use of materials.
- (b) Distinctive windows and doors with molding/framing details that go beyond requirements of (10) below.
- (c) Landscaped trellises or other decorative element that incorporates landscaping near the building entry or entries.
- (d) Light fixtures with a diffuse visible light source, such as a non-glare globe or “acorn”, or a decorative shade or mounting for each building entry on the facade.
- (e) Brick or stonework covering more than 10 percent of the facade.
- (f) Building materials that add visual interest, including:
  - (i) Individualized patterns or continuous wood details.

- (ii) Decorative moldings, brackets, wave trim or lattice work.
- (iii) Decorative brick or stonework (may be in addition to the brick or stonework credits noted above if they are arranged in a decorative manner that adds visual interest to the facade).
- (iv) Other materials with decorative or textural qualities as approved by the director. The applicant must submit architectural drawings and material samples for approval.
- (g) Varied roofline design, including multiple gables and/or dormers or other design that adds distinct visual interest.
- (h) Distinctive railings, grill work, or terraced landscape beds integrated along the facade of the building.
- (i) Unique balcony design, such as a distinctive geometry and configuration.
- (j) Other details that meet the intent of the standards as approved by the director.



Figure 13 – This building uses brick for more than 10 percent of the facade, a decorative mix of materials and colors, decorative entries, and decorative windows to add visual interest.

(10) Window Design for Residential Uses. Building facades shall employ techniques to recess or project individual windows above the ground floor at least two inches from the facade, or incorporate window trim at least four inches in width that features color that contrasts with the base building color. Exceptions will be considered by the director where buildings employ other distinctive windows or facade treatments that add visual interest to the building.



Figure B14 – Acceptable and unacceptable window treatments.

(11) **Building Materials.** The building materials standards are intended to encourage the use of a variety of high-quality, durable materials that will enhance the visual image of the city; provide visual interest and distinct design qualities; and promote compatibility and improvement within surrounding neighborhoods through effective architectural detailing and the use of traditional building techniques and materials. The following standards apply:

- (a) Building exteriors shall be constructed from high-quality, durable materials. Building materials such as masonry, stone, lap-siding and wood are encouraged.
- (b) The following materials are prohibited in visible locations unless an exception is granted by the director based on the integration of the material into the overall design of the structure:
  - (i) Plywood siding (including T-111 or similar plywood). Board and batten is an exception.
  - (ii) Corrugated fiberglass.
  - (iii) Noncorrugated and highly reflective sheet metal.
  - (iv) Chain link fencing; provided, that the director may approve chain link fencing when it is integrated into the overall site design (chain link fencing is also allowed for temporary purposes such as a construction site, or as a gate for a refuse enclosure).
- (c) If used, metal siding and concrete block shall conform to the standards in the commercial and mixed use standards outlined in Section C.
- (d) If used, sheet materials and residential siding used for building extensions shall be of the highest quality, as approved by the director.
- (e) All exterior materials are subject to approval by the director. Submit material samples to the director for approval.

(12) **Blank Walls.** The blank wall standards are intended to: reduce the visual impact of large, undifferentiated walls; reduce the apparent size of large walls through the use of various architectural and landscaping treatments; enhance the character and identity of the city; and ensure that all visible sides of buildings provide visual interest. Blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot are prohibited.

- (a) A wall (including building facades and other exterior building walls, retaining walls, and fences) is defined as a blank wall if:
  - (i) A ground floor wall or portion of a ground floor wall over four feet in height has a horizontal length greater than 15 feet and does not include a transparent window or door; or
  - (ii) Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a transparent window or door.
- (b) All blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot shall be treated in one or more of the following measures:
  - (i) Incorporate transparent windows or doors;
  - (ii) Install a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall's surface within three years. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;
  - (iii) Provide a landscaped planting bed at least five feet wide, or a raised planter bed at least two feet high and three feet wide in front of the wall. Plant materials must be able to obscure or screen at least 60 percent of the wall's surface within three years;
  - (iv) Provide artwork (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the blank wall surface; and/or
  - (v) Other method as approved by the director. For example, landscaping or other treatments may not be necessary on a wall that employs high-quality building materials (such as brick) and provides desirable visual interest.

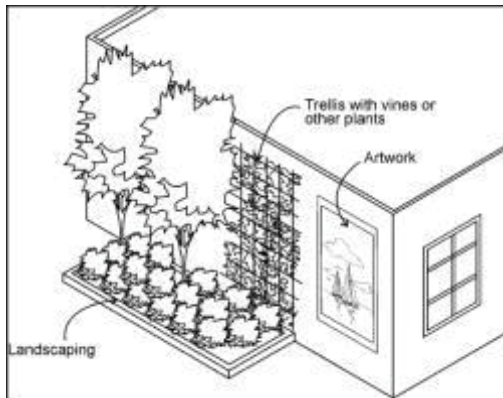


Figure B15 – Blank wall treatments.



Figure B16 – Terraced planting beds effectively screen a large blank wall.

(13) Pedestrian Circulation. All multi-family and mixed-use development shall provide a network of pedestrian pathways that connect all residences to sidewalks, in accordance with the following design standards.



Figure B17. An example of an attractive pedestrian connection through a multifamily development.

(a) For safety and access, landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.

(b) Pedestrian walks shall be separated from structures at least 3 feet for landscaping. The director may consider other treatments to provide attractive pathways. Examples include sculptural, mosaic, bas-relief artwork, or other decorative treatments that meet the guidelines intent. (Figure B17 provides one example.)

(c) Where the walkway is adjacent to ground level dwellings with windows facing the path, provide at least 15' separation between the window and the path.

#### **B.4 Multiple-family, townhome, and group residences – Vehicular access and parking location**

(1) On sites abutting an alley, commercial, apartment, townhome and all group residence developments shall have parking areas placed to the rear of buildings with primary vehicular access via the alley, except when waived by the planning director due to physical site limitations.

(2) When alley access is available, and provides adequate access for the site, its use is required.

(3) When common parking facilities for attached dwellings and group residences exceed 30 spaces, no more than 50 percent of the required parking shall be permitted between the street property line and any building, except when authorized by the planning director due to physical site limitations.

(4) Direct parking space access to an alley may be used for parking lots with five or fewer spaces.

#### **B.5 Single-family and duplex dwelling development standards**

The provisions of this section apply to building permits for single-family dwellings and single-family dwellings when multiple single-family dwellings are on a single lot, excluding accessory dwelling units; review will be done through the building permit process.

(1) It is the intent of these development standards that single-family dwellings be compatible with neighboring properties, friendly to the streetscape, and in scale with the lots upon which they are to be constructed. The director is authorized to promulgate guidelines, graphic representations, and examples of housing designs and methods of construction that do or do not satisfy the intent of these standards.

(2) All residential development shall be designed to front onto streets. Configurations where dwelling units and/or residential lots back up any street are prohibited. For example, new subdivisions along a street 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.

(3) Entry. Where lots front on a public street, the house shall have doors and windows which face the street. Houses must have a distinct entry feature such as a porch or weather-covered entryway with an entry feature that is at least 60 square feet with no dimension less than six feet. Where lots front on a common open space or pathway, the requirements for orientations are the same as for a public street.

The director may approve a street orientation or entryway with dimensions different than specified herein; provided, the entry visually articulates the front facade of the dwelling so as to create a distinct entryway, meets setback requirements, provides weather cover, has a minimum dimension of four feet, and is attached to the home.

(4) Alleys.

- (a) If the lot abuts an alley, the garage or off-street parking area shall take access from the alley, unless precluded by steep topography. No curb cuts shall be permitted unless access from the alley is precluded by steep topography.
- (b) The minimum driveway length may be reduced to between six and zero feet for garages when the following conditions are met:
- (i) An alley is provided for access;
  - (ii) At least one off-street parking space, in addition to any provided in the garage, is provided to serve that dwelling unit and the stall(s) is conveniently located for that particular dwelling; and
  - (iii) The applicable total parking stall requirement is met.
- (c) The rear yard setback may be reduced to zero feet to accommodate the garage.
- (d) If the garage does not extend to the property line or alley, the dwelling unit above the garage may be extended to the property line or alley.
- (e) Dwellings with a wall facing an alley must provide at least one window facing the alley to allow observation of the alley.
- (5) Auto Courts.
- (a) Auto courts are only allowed in a PRD.
  - (b) Auto courts provide ingress and egress to a cluster of no more than six dwellings and access from a nonarterial street. Auto court design must be consistent with the city's design guidelines for auto courts.
  - (c) Auto courts shall be no less than 20 feet in width; provided, that if emergency services access is required, the driving surface dimensions will comply with emergency vehicle access requirements.
  - (d) Auto courts shall be no greater than 150 feet in length, unless acceptable emergency vehicle turnaround is provided and designed so vehicles will not back onto public streets.
  - (e) Driveway length may be reduced to between three feet and six feet for garages when at least two parking spaces are provided for the unit in addition to the garage. The additional parking must be conveniently located to the dwelling.
- (6) Facade and Driveway Cuts. If there is no alley access and the lot fronts on a public or private street, living space equal to at least 50 percent of the garage facade shall be flush with or projected forward of the garage, and the dwelling shall have entry, window and/or roofline design treatment which emphasizes the house more than the garage. Where materials and/or methods such as modulation, articulation, or other architectural elements such as porches, dormers, gables, or varied roofline heights are utilized, the director or designee may waive or reduce the 50 percent standard. Driveway cuts shall be no more than 80 percent of the lot frontage; provided, that the director or designee may waive the 80 percent maximum if materials and/or methods to de-emphasize the driveway, such as ribbon driveways, grasscrete surface, or accent paving, are utilized.
- (7) Privacy. Dwellings should be situated to respect the privacy of abutting homes and to create usable yard space for the dwelling(s). Windows should be placed to protect privacy. The review authority shall have the discretion to establish setback requirements that are different than may otherwise be required in order to accomplish these objectives.
- (8) Individual Identity. Home individuality shall be achieved by the following:
- (a) Avoiding the appearance of a long row of homes by means such as angling houses, varied street setbacks, and varied architectural design features.
  - (b) Each dwelling unit shall have horizontal or vertical variation within each unit's front building face and between the front building faces of all adjacent units/structures to provide visual diversity and individual identity to each unit. Upon building permit application, a plot plan of the entire structure shall be provided by the builder to show compliance with this requirement. The director or designee shall review and approve or



deny the building design, which may incorporate variations in rooflines, setbacks between adjacent buildings, and other structural variations.

(c) The same building plans cannot be utilized on consecutive lots. "Flip-flopping" of plans is not permitted; provided, that upon demonstration to the director that the alteration of building facades would provide comparable visual diversity and individual identity to the dwelling units as different building plans, this provision shall not apply. Materials and/or methods which may be utilized to achieve visual diversity include, but are not limited to, use of differing siding material, building modulations and roofline variations.

(9) Landscaping. Landscaping of a size and type consistent with the development must be provided to enhance the streetscape. Landscaping will enhance privacy for dwellings on abutting lots and provide separation and buffering on easement access drives. Landscaping shall consist of two native trees per unit, planted in the front yard, which are at least one and one-half inches in caliper for deciduous or six feet in height for evergreen trees, plus a mixture of trees, shrubs and ground cover as appropriate to the site. All required landscaping shall be installed in accordance with the plans prior to issuance of an occupancy permit. Where applicable, street frontage landscaping shall comply with the city's streetscape plan.

(10) Duplexes. Duplexes must be designed to architecturally blend with the surrounding single-family dwellings and not be readily discernible as a duplex but appear to be a single-family dwelling.

## **B.6 Community open space and recreation space required**

The on-site open space and recreation space standards are intended to provide usable, accessible, and inviting open space for residents that enhances residential areas. Multifamily residential uses shall provide open space equivalent to at least 20 percent of the building's gross floor area and not less than 200 square feet per dwelling unit. The required area may be satisfied with one or more of the elements listed below:

(1) Common open space accessible to all residents shall count for up to 100 percent of the required open space. This includes landscaped courtyards or decks, gardens with pathways, children's play areas, or other multipurpose recreational and/or green spaces. Special requirements and recommendations for common spaces include the following:

(a) Space shall be large enough, at least 15 feet by 20 feet, to provide functional leisure or recreational activity area as determined by the director.

(b) Consider open space as a focal point of development.

(c) Open space, particularly children's play areas, shall be visible from dwelling units and be accessible to all units.

(d) Space shall feature paths, plantings, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.

(e) Common open spaces must be connected to units and entries by pathways.

(f) Open space shall be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.

(g) Required setbacks, landscaping and critical area buffers shall not be counted toward the common open space requirement unless those areas are directly limited to the open space and sustainability contribute to its use and/or visual attractiveness.

(h) Rooftops or rooftop decks shall not be considered as common open space for the purpose of calculating minimum open space area; provided, that the director may consider rooftops or rooftop decks as common open space where usable open space amenities are provided and available to all residents.

(2) The following features may be used to satisfy up to 50 percent of the open space requirement. A combination of these amenities may be provided in different ratios; provided, that (i) the total credit for any combination of the following amenities may not

exceed 50 percent of the open space requirement, and (ii) the amount of the amenity provided is sufficient to achieve the purpose of the amenity as determined by the director:

(a) Individual balconies that provide a space usable for human activity. To qualify, the balconies shall be at least 36 square feet and have no dimension less than six feet.

(b) Natural areas that function as an amenity to the development, subject to the following requirements and recommendations:

(i) The natural area shall be accessible to all residents. For example, safe and attractive trails provided along or through the natural area where they could serve as a major amenity to the development.

(ii) Steep slopes, wetlands, or similar unbuildable areas shall not be counted in the calculations for required open space unless they provide a visual amenity for all units, as determined by the director.

(c) Storm water retention areas if the facility has natural-looking edges, natural vegetation, and no fencing except along the property line. The design of such areas shall go well beyond functional storm water requirements per the director in terms of the area involved and the quality of landscaping and resident amenities. The side slope of the storm water facilities shall not exceed a grade of 1:3 (one vertical to three horizontal) unless slopes are existing, natural, and covered with vegetation.

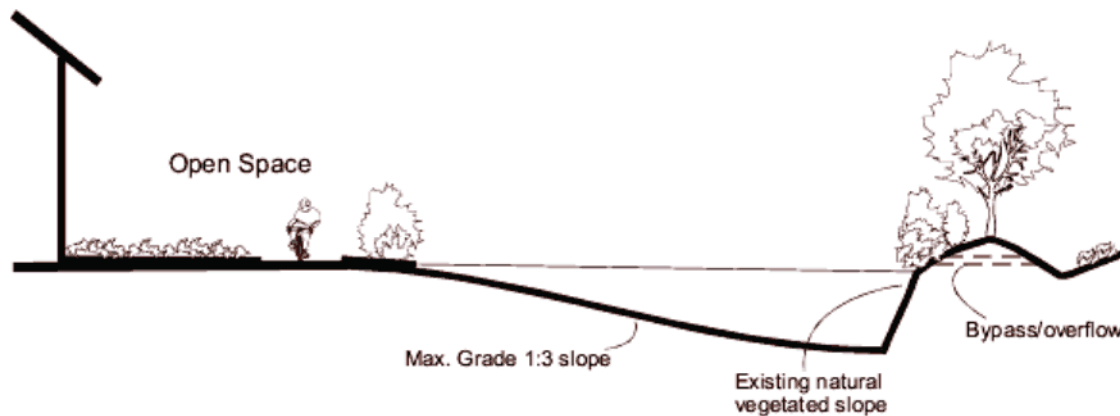


Figure B18. Conditions for storm water to be counted as an amenity.

(3) Children's play equipment and recreational activity space for children and/or teens that include parent seating areas are required in residential complexes with 20 or more units. Exceptions: age-restricted senior citizen housing; mixed use developments; developments reserved for student housing; infill lots within the downtown master plan area; and developments located within a quarter mile of safe walking distance to a public park that features a play area.

(4) Active recreation facilities may be provided instead of common open space, subject to the following:

(a) Active recreation facilities may include, but are not limited to, exercise rooms, sports courts, swimming pools, tennis courts, game rooms, or community centers; and

(b) Indoor recreation areas may be credited towards the total recreation space requirement, when the director determines that such areas are located, designed and improved in a manner which provides recreational opportunities functionally equivalent to those recreational opportunities available outdoors.



*Figure B19– Balconies provide private, usable open space for residents.*



*Figure B20– A residential courtyard providing semi-private patio spaces adjacent to individual units.*

(5) Minimum total open space

In addition to requirements (1) and (2) above, all multifamily development shall include at least 30% of the total lot area as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include community open space areas, areas in required building setbacks, play areas, natural areas, and critical areas.



*Figure B21 – Children's play area incorporated into a multifamily development.*

## **B.7 Townhouse open space**

(1) Townhouses and other ground based multifamily residential units with individual exterior entries must provide at least 200 square feet of ground related private open space per dwelling unit adjacent to, and directly accessible from, each dwelling unit. This may include private balconies, individual rear yards, landscaped front yards, and covered front porch areas.

(2) Minimum total open space

In addition to the open space requirement in subsection (1) above, all townhouse developments shall include at least 30% of the total development as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include areas in required building setbacks, play areas, natural areas, and critical areas.



*Figure B22 – Common open space for a townhouse development.*

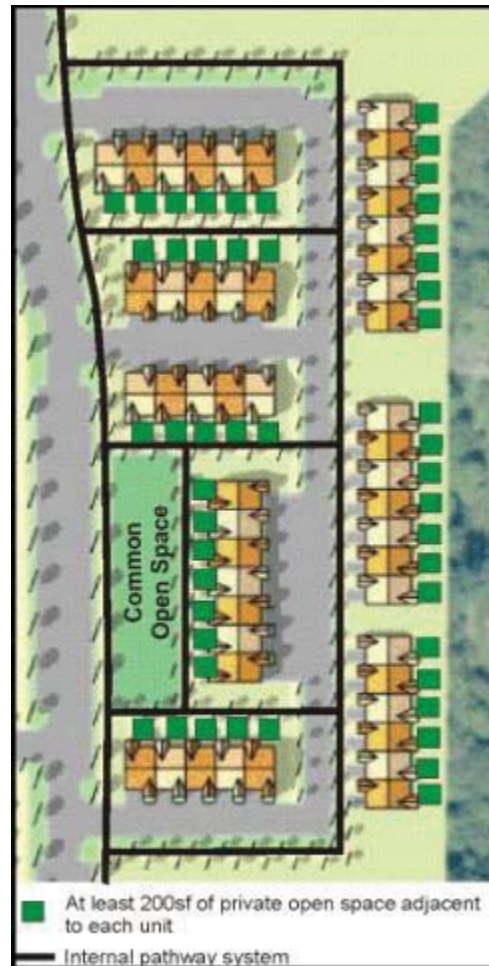


Figure B23 – Example townhouse configuration with a combination of private open spaces adjacent to units and larger common open space accessible to all units.

## B.8 Maintenance or dedication of open space

- (1) Unless the open space is dedicated to the city pursuant to subsection (2) of this section, maintenance of any open space retained in private ownership shall be the responsibility of the owner or other separate entity capable of long-term maintenance and operation in a manner acceptable to the city.
- (2) Open space may be dedicated as a public park when the following criteria are met:
  - (a) The dedicated area is at least one and one-half acres in size, except when adjacent to an existing or planned public park;
  - (b) The dedicated land provides one or more of the following:
    - (i) Shoreline access;
    - (ii) Regional trail linkages;
    - (iii) Habitat linkages;
    - (iv) Recreation facilities; or
    - (v) Heritage sites;
  - (c) The entire dedicated area is located less than one mile from the project site.
  - (d) Dedication is approved by the Director of Parks, Culture, and Recreation.

## B.9 On-site recreation – Fee in lieu of open space

Nothing herein shall prohibit voluntary agreements with the city that allow a payment in lieu of providing on-site open space or recreation space when a proposed development is located within one-quarter mile of an existing or proposed recreational facility; and, in the discretion of the director, the proposed recreation facility will be of greater benefit to the prospective residents of the development.

## B.10 Storage space and collection points for recyclables

Developments shall provide storage space for the collection of recyclables as follows:

- (1) The storage space shall be provided at the rate of one and one-half square feet per dwelling unit in multiple-dwelling developments except where the development is participating in a public agency-sponsored or approved direct collection program in which individual recycling bins are used for curbside collection;
- (2) The storage space for residential developments shall be apportioned and located in collection points as follows:
  - (a) The required storage area shall be dispersed in collection points throughout the site when a residential development comprises more than one building.
  - (b) There shall be one collection point for every 30 dwelling units.
  - (c) Collection points may be located within residential buildings, in separate buildings/structures without dwelling units, or outdoors.
  - (d) Collection points located in separate buildings/structures or outdoors shall be no more than 200 feet from a common entrance of a residential building.
  - (e) Collection points shall be located in a manner so that hauling trucks do not obstruct pedestrian or vehicle traffic on-site or project into any public right-of-way.
- (3) The collection points shall be designed as follows:
  - (a) Dimensions of the collection points shall be of sufficient width and depth to enclose containers for recyclables.
  - (b) Architectural design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point shall be consistent with the design of the primary structure(s) on the site.
  - (c) If signs are used to identify collection points, they shall not exceed 2 square feet.
  - (d) A six-foot wall or fence shall enclose any outdoor collection point.
  - (e) Enclosures for outdoor collection points and buildings used primarily to contain a collection point shall have gate openings and clearances to provide for applicable access by trucks.
  - (f) Weather protection of recyclables shall be ensured by using weather-proof containers or by providing a roof over the storage area.
- (4) Only recyclable materials generated on-site shall be collected and stored at such collection points. Except for initial sorting of recyclables by users, all other processing of such materials shall be conducted off-site.

## B.11 Fences

- (1) Purpose. The fence standards promote the positive benefits of fences without negatively affecting the community or endangering public or vehicle safety. Fences can create a sense of privacy, protect children and pets, provide separation from busy streets, and enhance the appearance of property by providing attractive landscape materials. The negative effects of fences can include the creation of street walls that inhibit police and

community surveillance, decrease the sense of community, hinder emergency access and the safe movement of pedestrians and vehicles, and create an unattractive appearance.

(2) Types of Fences.

(a) The standards apply to walls, fences, trellises, arbors and screens of all types whether open, solid, wood, metal, wire, masonry or other material.

(b) No barbed or razor-wire fence shall be permitted, except for the following:

(i) Public facilities, transmitter and transformer sites.

(ii) Government installations where security or public safety is required.

(c) No chain link fence is permitted in the front yard or between the residential building and a public right-of-way. Chain link fence is not permitted adjacent to or within required common open space, except to confine play areas, sports courts, swimming pools, or other facilities where such enclosure is necessary.

(3) Height.

(a) Front lot line: Three feet, unless the director finds that a taller fence is required by code for safety.

(b) Side lot line: Six feet.

(c) Rear lot line: Six feet.

(d) In or adjacent to required common open space: Three feet, unless the director determines that a taller fence is needed for public safety.

(e) The height of a fence or freestanding wall, retaining wall or combination of the same shall be measured from its top surface, board, rail, or wire to the natural elevation of the ground on which it stands.

(f) Where the finished grade is a different elevation on either side of a fence, the height may be measured from the side having the highest elevation.

(4) Fence Exception.

(a) The director shall have authority to administratively grant an exception to the fence requirements outlined in this section. The director is authorized to issue exceptions in cases of special hardships, unique circumstances and practical difficulties. No exception shall be granted which would be detrimental to the public health, welfare or environment.

(b) In considering a request for a modification of the fence requirements outlined in subsections (1) through (3) of this section, the community development director shall consider the following factors:

(i) If the proposed fence is designed and constructed so that it does not cause a public safety hazard by obstructing visibility of pedestrians or motorists using streets, driveways or sidewalks;

(ii) The proposed fence will not infringe upon or interfere with utility and/or access easements or covenant rights or responsibilities;

(iii) The increased fence height will not adversely affect adjacent property owners or reduce visibility of the property from the street.

## B.12 Street Connectivity

The Lakewood Neighborhood Master Plan places a high priority on being a "walkable" and accessible community. Frequent and attractive connections between destinations through a well-connected system of streets and pathways are required.

(1) Connectivity to abutting lands. The street system of proposed development shall be designed to connect with existing, proposed, and planned streets outside of the development. Wherever a proposed development abuts unplatted land or other land with the capability of being further subdivided, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the fire marshall, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

(2) Continuation of streets. Planned streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods and to facilitate emergency access and evacuation. Connections shall be designed to meet or exceed the block standards in subsections (3) below, and to avoid or minimize through traffic on local streets.

(3) Block size. New development shall provide an integrated and connected network of streets to provide “direct” walking route options, orientation, a sense of place, and multiple travel route options. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. Blocks shall be designed to provide vehicular connections at intervals no greater than 600 feet and pedestrian access at intervals no greater than 300 feet (200 feet is preferred).

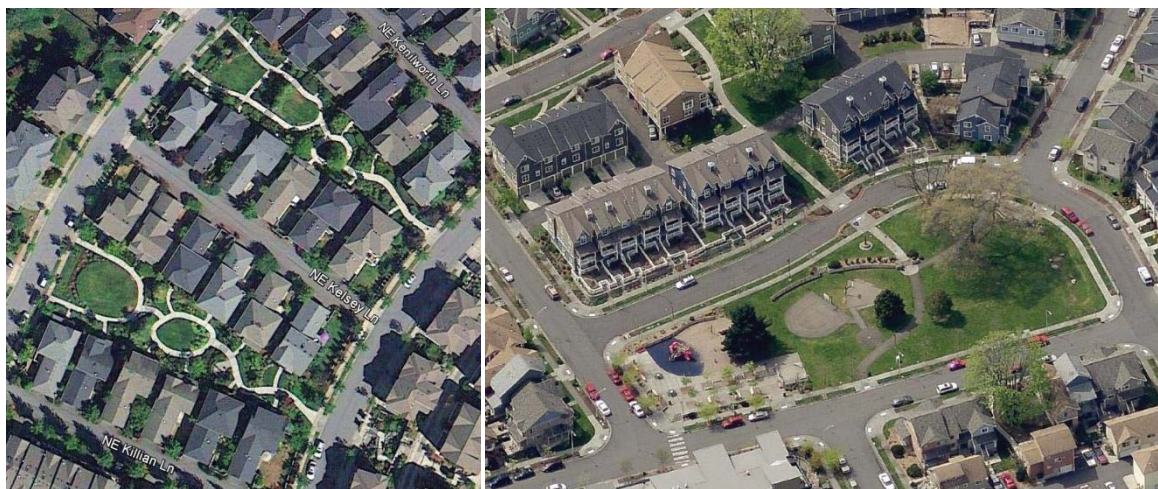


Figure B24. Examples of appropriately scaled blocks that accommodate pedestrian connections no further apart than 300 feet.

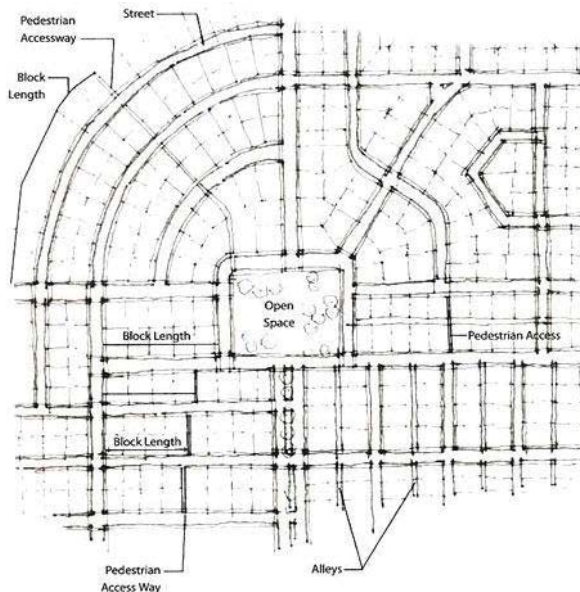


Figure B25. Example of well-connected street network. Note that the “block lengths” show how street and pedestrian path intervals are measured.



(4) Relationship between neighborhoods. "Gated communities" and other developments designed to appear as continuous walled-off areas disconnected and isolated from the rest of the community are prohibited. While privacy fences separating rear yards between homes are desirable for privacy, tall fences that back up to streets, reduce the number of "eyes on the street," and make such streets feel less safe and welcoming are prohibited. New subdivisions should consider ways to integrate into the community rather than walling them off.

### B.13 Service Areas and Mechanical Equipment

(1) Service Element Location and Design. All development shall provide a designated spot for service elements. Such elements shall meet the following requirements:

(a) Service areas (trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas) shall be located to avoid negative visual, auditory (noise), olfactory, or physical impacts on the street environment and adjacent residentially zoned properties. The City may require evidence that such elements will not significantly impact neighboring properties or public areas. (For example, the City may require noise damping specifications for fans near residential zones.)

(b) Service areas must not be visible from the sidewalk and adjacent properties. Where the City finds that the only option for locating a service area is either visible from a public right-of-way or space or from an adjacent property, the area must be screened with either landscape or structural screening measures provided in [MMC Chapter 22C.120 Landscaping and Screening](#).

(c) The designated spot for service elements shall be paved with concrete.

(d) Appropriate enclosure of the common trash and recycling elements shall be required, as determined by the Director. Requirements and considerations:

(i) A 6-foot fence constructed of concrete block or brick enclosing trash and recycling receptacles is required. Coordination with the current franchise hauler is required. The sides and rear of the enclosure must be screened with L1, L2, L3, or L4 landscaping (as defined in [MMC 22C.120.110](#)) at least 5 feet deep in visible locations as determined by the Director to soften the views of the screening element and add visual interest.

(ii) Proximity to adjacent residential units will be a key factor in determining appropriate service element treatment.

(iii) Preferably, service enclosures are integrated into the building itself.

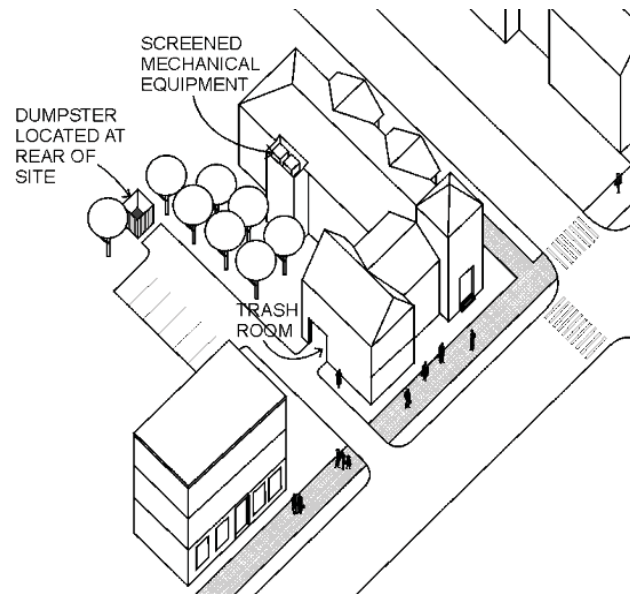


Figure B26. Locate service elements to reduce impacts on the residential and pedestrian environment.

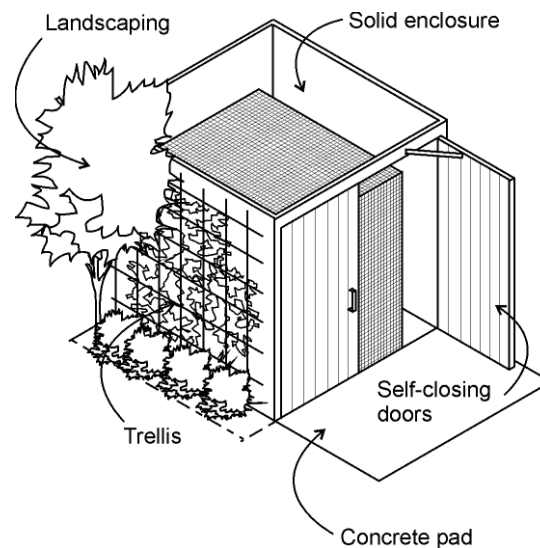


Figure B27. Trash receptacle and recyclables screening example

(2) Utility Meters, Electrical Conduit, and Other Service Utility Apparatus. These elements shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.



Figure B28. Exposed utility meters like this will not be allowed.



Figure B29. Landscaping helps to minimize the negative visual impacts of utility meters.

(3) Roof mounted mechanical equipment must be located and screened by a parapet, or other primary building element, so the equipment is not visible within 150 feet of the structure when viewed from the ground level of adjacent properties. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.

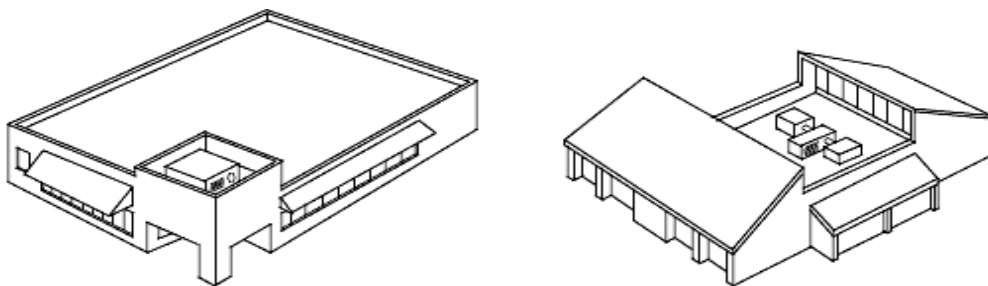


Figure B30. Examples of how to screen roof-mounted mechanical equipment.

(4) Locate and/or shield noise producing mechanical equipment such as fans, heat pumps, etc so that noise reaching the adjacent properties is less than 50 dBA. If required by the Director, the applicant must demonstrate that this standard is achieved by providing equipment specifications and/or calculations of noise impacts.

## **B.14 Nonconforming situations**

Existing developments that do not conform to the development standards of this chapter are subject to the standards of [MMC Chapter 22C.100, Nonconforming Situations](#).

## **B.15 Parking and loading**

The standards pertaining to the required number of auto parking spaces, bicycle parking spaces, parking lot placement, parking lot setbacks and internal parking lot pedestrian connections are stated in [MMC Chapter 22C.130, Parking and Loading](#).

## **B.16 Signs**

The sign standards are stated in [MMC Chapter 22C.160, Signs](#).

## **B.17 Landscaping and screening**

The landscaping and screening standards are stated in [MMC Chapter 22C.120, Landscaping and Screening](#).

## **B.18 Planned residential developments**

See [MMC Chapter 22G.080, Planned Residential Developments](#).

## C. Commercial, Mixed-Use and Public Institutional Zones

### C.1 Site and building design standards

(1) Applicability.

(a) Prior to submitting a building permit application, all development to which these standards apply shall be required to submit a site plan and elevations addressing the standards in this section for administrative review and approval by the community development director.

(b) The site and building design standards of this section apply to institutional and commercial development.

(2) Relationship and Orientation of Buildings to Site and Street Front.

(a) The site shall be planned to create an attractive street edge and accommodate pedestrian access. Examples of ways that a development meets the requirements of this provision are to:

(i) Define the street edge with buildings, landscaping or other features (see Figure C1).

(ii) Provide for building entrances that are visible from the street.

(iii) Provide a sidewalk at least six feet wide, or as approved by the City Engineer, if there is not space in the public right-of-way.

(iv) Provide building entries that are accessed from the sidewalk. These access ways must be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised and/or clearly marked while accommodating green stormwater infrastructure.

(b) The development shall create a well-defined streetscape to allow for the safe movement of pedestrians. New development must provide sidewalks as identified in the Lakewood Neighborhood Master Plan, or otherwise approved by the City Engineer, and street trees, at least 2-inch caliper with spacing averaging no more than 30 feet on center, as approved by the director.

(c) Commercial and mixed use buildings must be oriented towards at least one street. For sites that front multiple streets, commercial and mixed use buildings are encouraged to orient towards both streets; provided, that priority shall be given to pedestrian-oriented streets, as designated in Figure X, and to streets that are more visible and/or provide a better opportunity for increased pedestrian activity.

(d) Commercial and mixed use building facades facing the street or parking lots must have transparent windows or door covering at least 75 percent of the ground floor facade between four to eight feet above the level of the sidewalk. Exceptions may be considered by the director; provided that the proposed building configuration and design enhances the pedestrian environment.

(e) No parking spaces may be located between the building's façade and any designated pedestrian-oriented street (as identified in the Lakewood Neighborhood Master Plan), or when the building is not sited on a pedestrian-oriented street, located between the building's facade and the primary public street (street from which primary access is obtained) unless it is not feasible due to parcel size, topography, environmental conditions, or other factors as determined by the director. Where the property fronts on more than one public street, this provision applies to only one street frontage.

(f) Parking lots may not be located on corner locations adjacent to public streets unless no feasible on-site alternative exists.

(g) For large commercial and mixed use sites (over two acres) that feature multiple buildings, developments shall configure buildings to create focal points for pedestrian activity on the site. However, no more than 50 percent of the street frontage may be occupied by vehicular access or parking. Exceptions: An increased percentage of

parking or vehicular access along the street front may be allowed where the configuration allows the development to better meet the intent of these standards. For example, if the configuration allows for a centralized plaza surrounded by a concentration of retail uses, an increase in the percentage of parking along the street front would be allowed. Exceptions are subject to approval by the director.



Figure C1 – Examples of buildings that provide a well-defined streetscape.

(h) Pedestrian Circulation Where Facades Face Parking Areas.

Building entrances must face the street in the MU zones and on designated pedestrian-oriented streets. In the GC and CB zones where a building's main commercial entrance faces onto a parking area rather than the street, provide wide pathways adjacent to the façades of retail and mixed-use buildings. Pathways along the front façade of mixed-use and retail buildings 100 feet or more in length (measured along the façade) that are not located adjacent to a street must be at least 12 feet wide with 8 feet minimum unobstructed width and include the following:

(i) Trees, as approved by the Director, must be placed at an average of 30 feet on-center and placed in grates. Breaks in the tree coverage will be allowed near major building entries to enhance visibility. However, no less than 1 tree per 60 lineal feet of building façade must be provided.

(ii) Street tree pit may be included in a planting strip, provided the strip does not impede pedestrian movement and has at least 8 feet of clearance.

(iii) If the pits are not in a planted strip, tree grates shall be provided at each pit and at least 24 square feet of pavers or porous pavements situated around the pits to allow air and water into the tree root space (see subsection (4)(b) of this section related to planting strips).

(iv). Lighting (3)(d) of this section.

must conform to subsection



Figure C2. Example of a successful pedestrian sidewalk between parking lot and storefront.

(i) Pedestrian-Oriented Facades

(i) Commercial and mixed use buildings facing pedestrian-oriented streets indicated in Figure xx shall front directly on the back of sidewalk or a pedestrian-oriented space adjacent to the sidewalk and adhere to the following standards.

(A) Ground floor facades shall feature transparent window areas over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade. The windows may look into the building's interior or be configured as merchandise display windows. The building must be designed so that the windows satisfying the requirement for "pedestrian-oriented facades" do not look into service or storage areas or other unsightly rooms.

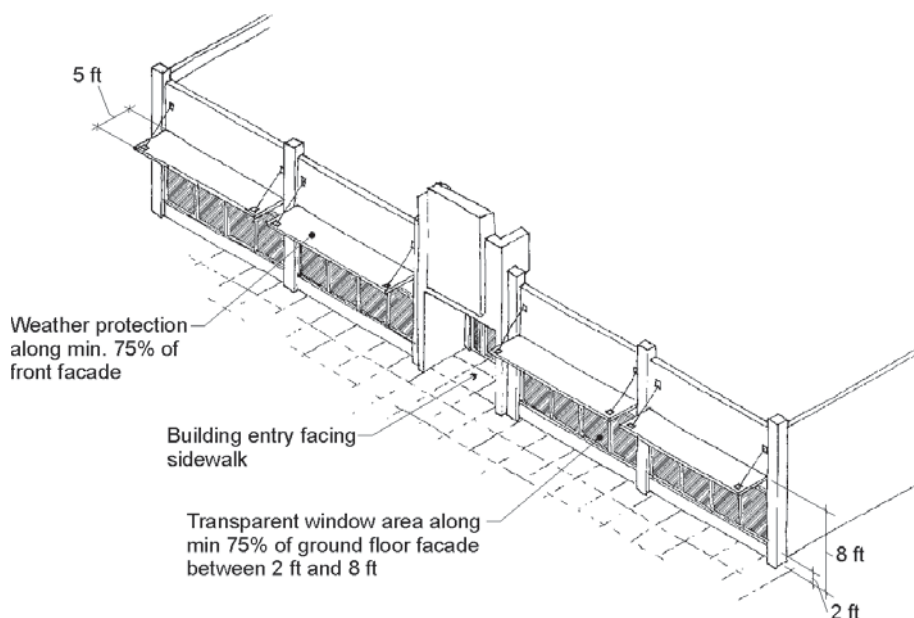


Figure C3. An example of a pedestrian-oriented façade.

(B) A primary building entry facing the streetfront. (see subsection (j) of this section for entry enhancement requirements.)

(C) Weather protection at least 5 feet wide over at least 65 percent of the front facade.

(j) Pedestrian Weather Protection

In addition to weather protection along pedestrian-oriented facades, provide pedestrian weather protection in the front of commercial and mixed-use buildings fronting on parking areas serving that building, public spaces such as transit stops, building entries, along display windows, specifically:

(i) Weather protection at least six feet deep is required over the entries of all primary building, individual business, and individual residence. This may include a recessed entry, canopy, porch, marquee, or building overhang.



Figure C4. Provide weather protection over building entries.

(ii) Canopies, awnings, or other similar weather protection features shall not be higher than 15 feet above the ground elevation at the highest point or lower than 8 feet at the lowest point.

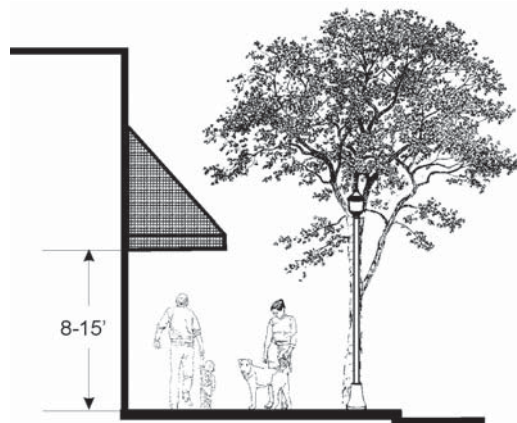


Figure C5. Height standards for weather protection features.

(iii) The color, material, and configuration of the pedestrian coverings shall be as approved by the Director. Coverings with visible corrugated metal or corrugated fiberglass are not permitted unless approved by the Director. Fabric and rigid metal awnings are acceptable.

(iv) Multi-tenant retail buildings are encouraged to use a variety of weather protection features to emphasize individual storefronts and reduce the architectural scale of the building. Figure C6 provides unacceptable and better examples.





Figure C6. The continuous canopy on top is monotonous and deemphasizes individual storefronts. The bottom example provides a variety of weather protection features and represents a more desirable example.

(3) Relationship of Buildings and Site to Adjoining Area. The development of new buildings should address impacts to neighborhood condition by complying to the following:

(a) Attractive landscape transition to adjoining properties shall be provided as directed by the director.

(b) Solar access of the subject and adjacent properties should be considered in building design and location. The director may require adjustments of the proposed site layout or special screening measures to accomplish this objective.

(4) Landscape and Site Treatment.

(a) Parking lot screening and interior landscaping shall be provided consistent with [MMC Chapter 22C.120](#). The following criteria shall guide review of plans and administration of the landscaping standards in the zoning code:

(i) The landscape plan shall demonstrate visual screening from parking areas.

(ii) The landscape plan shall provide some physical separation between vehicular and pedestrian traffic.

(iii) Where feasible, the landscape plan shall integrate natural approaches to storm water management, including featured low impact development techniques.

(iv) In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree guards or other devices.

(v) Screening of outdoor service yards and other places which tend to be unsightly shall be accomplished by use of walls, fencing, planting, berms or combinations of these.

(vi) Landscaping should be designed to create definition between public and private spaces.

(vii) Where feasible, the landscape plan shall coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.

(viii) The landscape plan shall provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.

(ix) The landscape plan shall use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open spaces.

(b) Street Landscaping. Where the site plan includes streetscape plantings, the following guidelines apply:

(i) Sidewalks and pathways should be separated from the roadway by planting strips with street trees wherever possible. Where there is on-street parking, provide an 18" wide strip of pavement directly on the back of the curb to accommodate entry and exit from parked cars.

(ii) Planting strips should generally be at least five feet in width. Evergreen shrubs should be no more than four feet in height and/or ground cover in accordance with the City of Marysville landscape standards ([MMC Chapter 22C.120](#)) and Marysville administrative landscaping guidelines.

(iii) Street trees placed in tree grates may be more desirable than planting strips in pedestrian areas where space is limited. Tree pits or planting areas that provide water for roots shall be at least 24 square feet in area.

(iv) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) are strongly encouraged.

(v) Unless otherwise directed by the director, plant at least one street tree per 30 linear feet of street front.

(c) Plaza/Pedestrian Area Landscaping Within Shopping Centers and Mixed Use Site Plans.

(i) A range of landscape materials – trees, evergreen shrubs, ground covers, and seasonal flowers – shall be provided for color and visual interest.

(ii) Planters or large pots with small shrubs and seasonal flowers may be used to create protected areas within the plaza for sitting and people watching.

(iii) Creative use of plant materials, such as climbing vines or trellises, and use of sculpture groupings or similar treatments are encouraged.

(iv) All landscaping plans shall be submitted during site plan review for approval.

(v) Also see Section C.4 Non-Residential Open Space Requirements.

(d) Exterior lighting shall be part of the architectural concept. Lighting shall enhance the building design and adjoining landscaping. Appropriate lighting levels shall be provided in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas, in order to ensure safety and security; enhance and encourage evening activities; and provide a distinctive character to the area. New developments shall provide a lighting site plan which identifies lighting equipment, locations and standards, and implements the following design standards:

(i) All public areas shall be lighted with average minimum and maximum levels as follows:

(A) Minimum (for low or nonpedestrian and vehicular traffic areas) of one-half foot candle;

(B) Moderate (for moderate or high volume pedestrian areas) of one to two foot candles; and

(C) Maximum (for high volume pedestrian areas and building entries) of four foot candles.

(ii) Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

(iii) Parking lot lighting shall be subject to the provisions set forth in [MMC 22C.130.050\(3\)\(d\)](#).

(iv) Pedestrian-scale lighting (light fixtures no taller than 15 feet) is encouraged in areas with high anticipated pedestrian activity. All fixtures over 15 feet in height shall be fitted with a full cut-off shield, be dark sky rated, and mounted no more than 25 feet above the ground with lower fixtures preferable so as to maintain a human scale. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

(v) Light levels at the property line should not exceed 0.1 foot candles (fc) adjacent to business properties, and 0.05 foot candles adjacent to residential properties.

All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.

(vi) Limited on trees and provisions for seasonal lighting is acceptable.

(vii) Limited accent lighting on architectural and landscape features is encouraged to add interest and focal points.

(e) Also see Section C.4 Non-Residential Open Space Requirements.

(5) Site Design Utilizing Crime Prevention through Environmental Design (CPTED) Principles. Development that is subject to this section shall incorporate the following CPTED strategies into building design and site layout:

(a) Access Control. Guidance of people coming and going from a building or site by placement of real and perceived barriers. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas that are not readily observable.

(b) Surveillance. Placement of features, uses, activities, and people to maximize visibility. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them.

(c) Territoriality/Ownership. Delineation of private space from semi-public and public spaces that creates a sense of ownership. Techniques that reduce the perception of areas as "ownerless" and, therefore, available for undesirable uses. Examples of ways in which a proposal can comply with CPTED principles are outlined in the CPTED Guidelines for Project Design and Review, prepared by the city.

(6) Building Design – Human-Scale Standards. The human-scale standards are intended to encourage the use of building components that relate to the size of the human body and to add visual interest to buildings. "Human scale" addresses the relationship between a building and the human body. Generally, buildings attain a good human scale when they feature elements or characteristics that are sized to fit human activities, such as doors, porches, and balconies. A minimum of four of the following human-scale building elements shall be incorporated into the new development:

(a) Balconies in upper stories, at least one balcony per upper floor on the facades facing streets, provided they are integrated into the architecture of the building;

(b) Bay windows or other window treatments that extend out from the building face;

(c) At least 150 square feet of pedestrian-oriented space (see section C.5 Residential Open Space and Recreation Space Required) for each 100 lineal feet of building facade;

(d) Upper floor individual windows, generally less than 32 square feet per pane and separated from the windows by at least a six-inch molding;

- (e) Spatially defining building elements, such as a trellis, overhang, canopy, or other element, that defines space that can be occupied by people;
- (f) Ground floor brick facades;
- (g) Smaller building elements near the entry of pedestrian-oriented street fronts of large buildings (see Figure C9);
- (h) Special details near the entrance, such as downtown lighting, artworks, or special materials;
- (i) The director may consider other methods to provide human-scale elements not specifically listed here. The proposed methods must satisfy the intent of these standards.

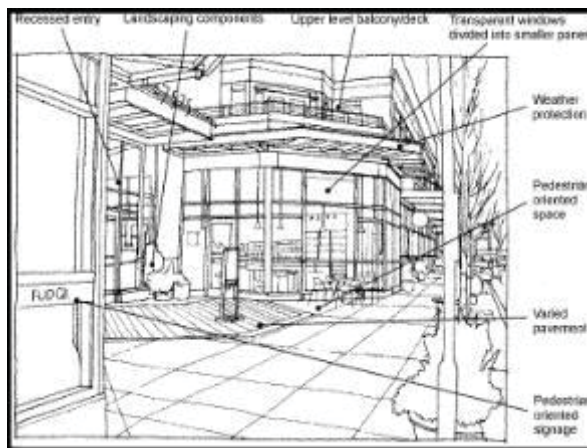


Figure C7 – Illustrating a variety of human-scale components on a building.



Figure C8 – This mixed use building incorporates decks, upper level setbacks, trellises, and landscaping to meet human-scale guidelines.



Figure C9 – Example of smaller building elements near the entry of large buildings.

(7) Building Design – Architectural Scale. Note:

- **Architectural scale** is the perceived height and bulk of a building relative to that of neighboring buildings. A building has “good architectural scale” if its visual size is relatively similar to its neighbors.
- **Modulation** is a stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure’s continuous exterior walls.
- **Articulation** is visually breaking up a building façade into intervals by including repetitive features, such as broken rooflines, chimneys, entrances, distinctive window patterns, street trees, and modulation.

(a) All new buildings over three stories or over 5,000 square feet in gross building footprint or with facades longer than 100 feet measured horizontally shall provide at least three modulation and/or articulation features as described below along any façade that is visible from a street, residential zone or pedestrian pathway. In addition, there must be an entry at least every 60 feet:

(b) Horizontal building modulation. The depth of the modulation must be at least 2 feet when tied to a change in the roofline and at least 5 feet in other situations. Balconies may be used to qualify for this option, provided they have a floor area of at least 40 square feet, are integrated with the architecture of the building, and project at least 2 feet from the building façade.



Figure C10. Mixed-use building with modulation to increase its interest and human scale.

(c) Modulated roof line. Buildings may qualify for this option by modulating the roof line of all façades visible from a street, park, or pedestrian pathway consistent with the following standards:

(i) For flat roofs or façades with a horizontal fascia or parapet, change the roofline so that no un-modulated segment of roof exceeds 60 feet. Minimum vertical dimension of roof line modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of wall);

(ii) For gable, hipped, or shed roofs, a slope of at least 3 feet vertical to 12 feet horizontal; or

(iii) Other roof forms such as arched, vaulted, dormer, or saw-toothed may satisfy this design standard if the individual segments of the roof with no change in slope or discontinuity are less than 60 feet in width (measured horizontally).

(d) Repeating distinctive window patterns at intervals less than the articulation interval.

(e) Providing a porch, patio, deck, or covered entry for each articulation interval.

(f) Changing the roofline by alternating dormers, stepped roofs, gables, or changing roof textures on certain features such as metal roofs on towers and dormers to reinforce the modulation or articulation interval.

(g) Changing materials with a change in building plane.

- (h) Providing lighting fixtures, trellises, trees, or other landscape feature within each interval.
- (i) The Director may increase or decrease the 60-foot interval for modulation and articulation to better match surrounding structures or to implement an adopted subarea plan.



*Figure C11. Example of a well-articulated building. Note how the awnings, window divisions, pilasters columns and cornice line all serve to divide up the façade into smaller segments without disrupting the unity of the overall design.*



*Figure C12. This development uses a variety of roof forms and heights and variations in roof textures by using metal hip roofs, different weather protection features, changing building materials and colors, and a modest amount of horizontal building modulation to reduce the overall architectural scale into smaller “storefront” components.*



Figure C13 – Good examples of prominent pedestrian entries for large-scale retail uses. Note height change, vertical modulation, use of building materials, colors, and detailing to add interest and emphasis.

(8) Building Corners. The building corners standards are intended to architecturally accentuate building corners at street intersections, to create visual interest, and to increase activity, where appropriate. All new buildings located within 15 feet of a property line at the intersection of streets are required to employ one or more of the following design elements or treatments to the building corner facing the intersection:

(a) Provide at least 100 square feet of pedestrian-oriented space between the street corner and the building(s). To qualify for this option, the building(s) must have direct access to the space;

(b) Provide a corner entrance to building lobby, atrium, pedestrian pathway, or interior court.

(c) Include a corner architectural element such as:

(i) Bay window or turret.

(ii) Roof deck or balconies on upper stories.

(iii) Building corner setback “notch” or curved facade surfaces.

(iv) Sculpture or artwork, either bas-relief, figurative, or distinctive use of

materials.

(v) Change of materials.

(vi) Corner windows.

(vii) Special lighting.

(d) Special treatment of the pedestrian weather protection canopy at the corner of the building; and/or

(e) Other similar treatment or element approved by the director.

(f) Parking lots are not allowed directly fronting the intersection of two streets.

The director may allow exceptions where no other site configuration is possible.



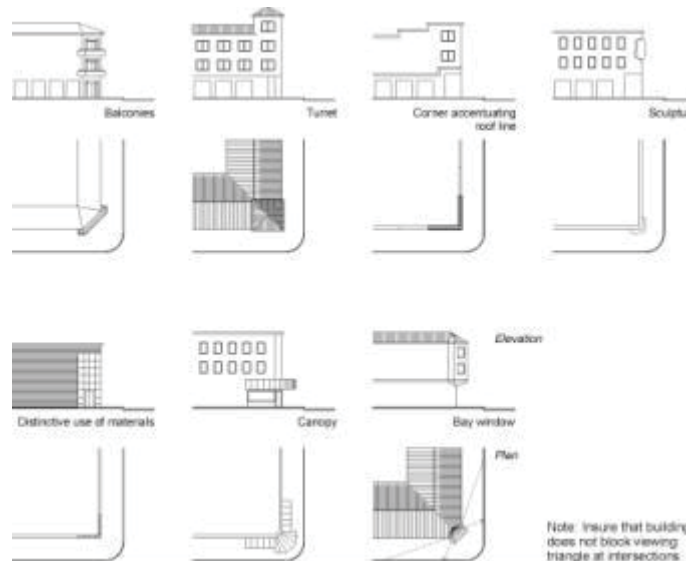


Figure C14 – Corner building treatment.



Figure C15 – Decorative use of windows, change of materials, and special lighting creates a statement at this corner location.

(9) Building Design Details. The building design details standards are intended to ensure that buildings have design interest at all observable distances; to enhance the character and identity of the city; and to encourage creative design. At closer distances, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. All new commercial buildings and individual storefronts shall include at least one detail element from each of the three categories below. Other mixtures of detail elements will be considered provided they meet the intent of these standards. The applicant must demonstrate how the amount, type, and mix of details meet the intent of these standards. For example, a large building with multiple storefronts will likely need more than one decorative sign, transom window, and decorative kickplate to meet the intent of these standards.

Building details used to meet this standard may also be used to satisfy other applicable requirements, such as for (6) Building Design-Human Scale Standards.

(a) Window and/or Entry Treatment. Special treatment of windows and doors, other than standard metal molding/framing details, around all ground floor windows and doors, decorative glazing, or door designs.

- (i) Display windows divided into a grid of multiple panes.
- (ii) Transom windows.
- (iii) Roll-up windows/doors.
- (iv) Other distinctive window treatment that meets the intent of the standards and guidelines.
- (v) Recessed entry.
- (vi) Distinctive door.
- (vii) Arcade.
- (viii) Landscaped trellises or other decorative element that incorporates landscaping near the building entry.
- (ix) Other decorative entry treatment that meets the intent of these standards.

(b) Distinct facade attachments:

- (i) Weather protection element such as a steel canopy, decorative cloth awning, or retractable awning.
- (ii) Custom hanging, sculptural, or hand-crafted sign(s).
- (iii) Building-mounted light fixtures with a diffuse visible light source or unusual fixture.
- (iv) Special railings, grill work, or landscape guards.

(c) Building materials and other facade elements:

- (i) Use of distinctive building materials such as decorative masonry, shingle, tile, brick, or stone.
- (ii) Individualized patterns or continuous wood details, such as fancy butt shingles (a shingle with the butt end machined in some pattern, typically to form geometric designs), decorative moldings, brackets, trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials. The applicant must submit architectural drawings and material samples for approval.
- (iii) Varied rooflines, such as an ornamental molding, entablature, frieze, or other roofline device visible from the ground level. If the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least eight inches wide.
- (iv) Artwork on the building such as a mosaic mural, bas-relief sculpture, light sculpture, water sculpture, or other similar artwork. Painted murals or graphics on signs or awnings do not qualify.
- (v) Kickplate, pier, belt course, or other similar facade element.
- (vi) Special building elements, such as pilasters, entablatures, wainscots, canopies, or marquees, that exhibit nonstandard designs.
- (vii) Other details that meet the intent of the standards and guidelines as determined by the director.
- (viii) Elements referenced above must be distinct "one-of-a-kind" elements or unusual designs that require a high level of craftsmanship as determined by the director.



*Figure C16 – The building provides a number of details that enhance the pedestrian environment, including decorative lighting, planter boxes, decorative awnings, historical plaques, and decorative facade elements.*

(10) **Building Materials.** The building materials standards are intended to encourage the use of a variety of high-quality, durable materials that will enhance the visual image of the city; provide visual interest and distinct design qualities; and promote compatibility and improvement within surrounding neighborhoods through effective architectural detailing and the use of traditional building techniques and materials. The following standards apply:

- (a) Building exteriors shall be constructed from high-quality, durable materials. Building materials such as concrete, masonry, tile, stone and wood are encouraged.
- (b) Metal siding, when used for walls that are visible from a public street, public park or open space, pathway, or pedestrian route must:
  - (i) Have visible corner moldings and trim and incorporate masonry, stone, or other durable permanent materials within two feet of the ground level;
  - (ii) Incorporate multiple siding materials or façade articulation (see subsection (7) Building Design – Architectural Scale) when the facade is wider than 40 feet;
  - (iii) Alternative standards may be approved by the director; provided, that the design quality and permanence meet the intent of this section.
- (c) Concrete masonry units (CMU) or cinder block walls, when used for walls that are visible from a street, public park or open space, or pedestrian route, shall be architecturally treated in one or more of the following ways:
  - (i) Use in conjunction with other permitted exterior materials.
  - (ii) Use of a combination of textured surfaces such as split face or grooved to create distinct banding or other design.
  - (iii) Use of other masonry types, such as brick, glass block, or tile in conjunction with concrete blocks.
  - (iv) Use of decorative coursing to break up blank wall areas.
  - (v) Use of matching colored mortar where color is an element of architectural treatment for any of the options above.
  - (vi) Other treatment approved by the director.

- (d) Exterior insulation and finish system (EIFS) and similar troweled finishes must:
- (i) Be trimmed in wood or masonry, and should be sheltered from extreme weather by roof overhangs or other methods in order to avoid deterioration. Weather-exposed horizontal surfaces must be avoided.
  - (ii) Be limited to no more than 50 percent of the facade area.
  - (iii) Incorporate masonry, stone, or other durable material for the first two feet above ground level.
- (e) Prohibited materials in visible locations unless an exception is granted by the director based on the integration of the material into the overall design of the structure:
- (i) Highly tinted or mirrored glass (except stained glass) covering more than 10 percent of the exterior of any building, or located at the ground level along the street.
  - (ii) Corrugated fiberglass.
  - (iii) Plywood siding, including T-111 and similar siding. Board and batten is an exception.
  - (iv) Noncorrugated and highly reflective sheet metal.
  - (v) Any sheet materials, such as wood or metal siding, with exposed edges or unfinished edges, or made of nondurable materials as determined by the director.
  - (vi) Chain link fencing.

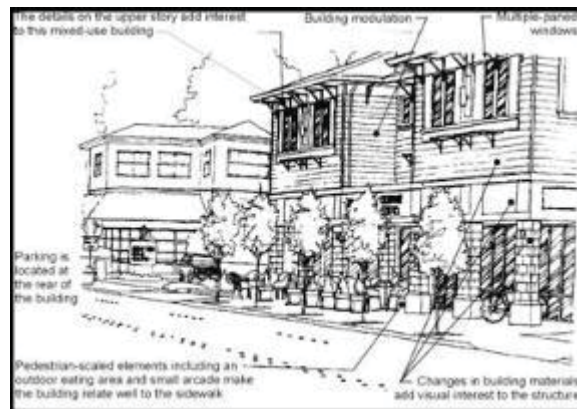


Figure C17 – The use of different building materials, window treatments, and roofline brackets add to the visual interest of this building.



Figure C18– This storefront effectively combines EIFS and concrete block with wood trim and metal detailing.

(11) Blank Walls.

(a) The blank wall standards are intended to: reduce the visual impact of large, undifferentiated walls; reduce the apparent size of large walls through the use of various architectural and landscaping treatments; enhance the character and identity of the city; and ensure that all visible sides of buildings provide visual interest. Blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot are prohibited. A wall (including building facades and other exterior building walls, retaining walls, and fences) is defined as a blank wall if:

(i) A ground floor wall or portion of a ground floor wall over four feet in height has a horizontal length greater than 15 feet and does not include a transparent window or door; or

(ii) Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a transparent window or door.

(b) All blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot shall be treated in one or more of the following measures:

(i) Incorporate transparent windows or doors and/or display windows;

(ii) Install a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall's surface within three years. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;

(iii) Provide a landscaped planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall. Plant materials must be able to obscure or screen at least 60 percent of the wall's surface within three years;

(iv) Provide artwork (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the blank wall surface; and/or

(v) Other method as approved by the director. For example, landscaping or other treatments may not be necessary on a wall that employs high-quality building materials (such as brick) and provides desirable visual interest.

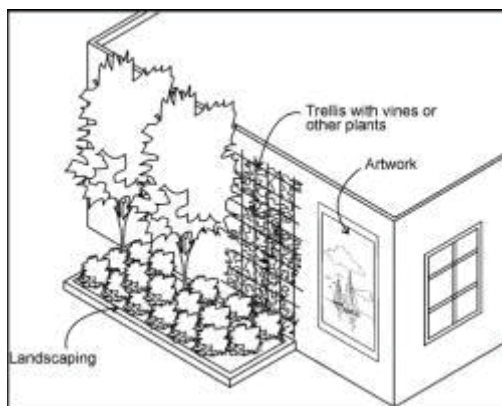


Figure C19 – Blank wall treatments.



Figure C20 – Terraced planting beds effectively screen a large blank wall.

(12) Building Entrances. The intent of the building entrances standards is to ensure that buildings are inviting and accessible, that entrances are easy to locate, and that pedestrian activity is encouraged.

(a) Primary Building Entrances. The principal building entrances of all buildings shall feature the following improvements, unless the director determines an alternate solution better addresses the guideline's intent:

(i) Weather Protection. Weather protection at least five feet deep and at least eight feet above ground level is required over the primary entrance to all commercial buildings. Entries may satisfy this requirement by being set back into the building facade.

(ii) Lighting. Pedestrian entrances must be lit to at least three foot candles but not more than four foot candles as measured on the ground plane for commercial buildings.

(iii) Visibility and Accessibility. Building entrances must be prominent and visible from the surrounding streets and must be connected by a walkway to the public sidewalk. Pedestrian pathways from public sidewalks to primary entrances or from parking lots to primary entrances shall be accessible, conforming to federal and state Americans with Disabilities Act requirements, and shall be clearly delineated.

(iv) Transparency. Entries must feature glass doors, windows, or glazing (window area) near the door so that the visitor and occupant can view people opening the door from the other side.



Figure C21– A distinct, weather-protected primary building entrance.

(b) Secondary Public Access for Commercial Buildings. Buildings with “secondary” entrances off of a parking lot shall comply with the following measures to enhance secondary public access (applies only to entries used by the public):

(i) Weather protection at least three feet deep and at least eight feet above the ground is required over each secondary entry.

(ii) Two or more of the design elements must be incorporated within or adjacent to the secondary entry:

(A) A transparent window or door to allow visibility into the building;

(B) A landscape bed, trellis, or other permanent landscape element adjacent to the entry;

(C) Architectural treatments that add visual interest to the entry;

(D) Outdoor dining or pedestrian-oriented space;

(E) Decorative lighting; or

(F) Other design elements that meet the intent of these standards as determined by the director.

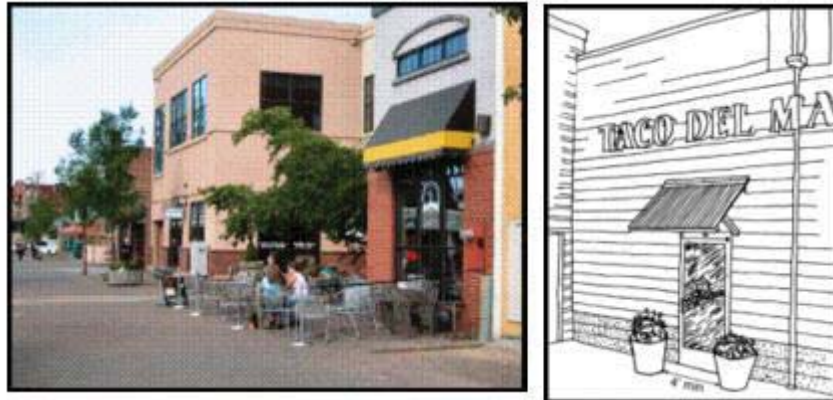


Figure C22– Examples of secondary public access. Note the planters, window signs, and awnings.

## C.2 Commercial and mixed-use, vehicular access and parking location

(1) On sites abutting an alley, commercial, developments shall have parking areas placed to the rear of buildings with primary vehicular access via the alley, except when waived by the planning director due to physical site limitations.

(2) When alley access is available, and provides adequate access for the site, its use is required.

(3) Direct parking space access to an alley may be used for parking lots with five or fewer spaces.

## C.3 Additional design standards for gas stations, convenience stores, car washes and similar uses

(1) All structures (primary building, screening walls, canopy, canopy supports, signs, dumpster enclosures, etc.) should match architecturally by incorporating similar materials, detailing, roof, and building forms and landscaping.

(2) Pad buildings and landscaping should match the surrounding shopping center.

(3) A two-foot-plus border of textured paving should be provided:

(a) Around the footprint of the gasoline canopy;

(b) Between the pump area and the store entrance;

- (c) Where the public sidewalk crosses the driveways; and
- (d) In other pedestrian areas.
- (4) Vehicular and pedestrian cross-access should be provided with adjacent commercial properties.
- (5) Pad development sites should “share” driveways with the surrounding shopping center when reasonable to do so.
- (6) A three-foot masonry screen wall, earth berm, or combination shall be provided along all street frontages.
- (7) Automobile service and wash bays visible from the public street shall be screened with a six-foot masonry wall.
- (8) Service activity areas (automotive, tire, etc.) should be oriented away from residential uses.
- (9) Signage shall be an integral design element of a project and compatible with the exterior architecture with regard to location, scale, color and lettering.
- (10) All sign colors and materials should match those of the building or the “corporate colors.” Opaque or muted sign backgrounds with cabinet-type signs are encouraged.
- (11) No commercial signage should occupy the pump island area. All directional signs should be architecturally integrated.
- (12) Gasoline price signs should be architecturally integrated with other signs or structures.

#### **C.4 Non-Residential Open Space Requirements**

- (1) New developments with non-residential uses on sites with a total site area greater than 1 acre must provide “pedestrian-oriented open space” equal to at least 1% of the ground floor non-residential building footprint plus 1% of the “site area.” The open space may be in the form of “pedestrian-oriented open space” (see subsection (2)(b) of this section), garden, play area or other open space feature that serves both as a visual amenity and a place for human activity. Portions of sidewalks that are wider than 12’ and which meet the standards of pedestrian-oriented open space may be counted toward this requirement. For this specific guideline, “site area” includes all land needed for the non-residential portion of the project including parking, service areas, access and required landscaping. The intent of this guideline is to provide for some outdoor space for activities or amenities that enhance the commercial activities, such as outdoor eating areas, display areas, seating, etc.
- (2) Pedestrian-Oriented Open Space. Where “pedestrian-oriented open space” is provided, including, but not limited to areas required in these design the open space according to the following criteria. If sidewalks are wider than the required minimum width, the additional sidewalk width may be counted as pedestrian-oriented open space.
  - (a) Required pedestrian-oriented open space features:
    - (i) Visual and pedestrian access (including ADA compliant access) into the site from a street, private access road, or non-vehicular courtyard.
    - (ii) Paved walking surfaces of either concrete or approved unit paving.
    - (iii) Lighting must conform to these design standards.
    - (iv) Spaces must be located in or adjacent to areas with significant pedestrian traffic to provide interest and security, such as adjacent to or visible from a building entry.
    - (v) Landscaping components that add visual interest and do not act as a visual barrier. This could include planting beds, potted plants, or both.
  - (b) Desirable pedestrian-oriented open space features:
    - (i) Pedestrian amenities, such as a water feature, site furniture, artwork, drinking fountains, kiosks, or other similar features.



- (ii) At least 2 feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.
- (iii) Adjacent buildings with transparent window and doors covering 75 percent of the façade between 2 feet and 8 feet above the ground level.
- (iv) Consideration of the sun angle at noon in the design of the space.
- (v) Pedestrian weather protection, alcoves, seating, or other features along building edges to allow for outdoor seating areas and a planted buffer.
- (c) A pedestrian-oriented open space must not have:
  - (i) Asphalt or gravel pavement.
  - (ii) Adjacent parking areas or service areas (e.g.: trash areas) that are not separated with landscaping.
  - (iii) Adjacent chain-link fences.
  - (iv) Adjacent "blank walls" without "blank wall treatment."
  - (v) Outdoor storage that does not contribute to the pedestrian-oriented environment.

### C.5 Residential open space and recreation space required

The on-site open space and recreation space standards are intended to provide usable, accessible, and inviting open space for residents that enhances residential areas. Multifamily residential uses in the mixed use zone shall provide open space equivalent to at least 20 percent of the building's gross floor area; vertical mixed use developments (where commercial and multifamily uses are contained in the same building) shall not be subject to this requirement; provided, that at least 80 percent of the ground floor is exclusively dedicated to commercial uses and residential uses shall be limited to walls not oriented or located along the street. The required area may be satisfied with one or more of the elements listed below:

- (1) Common open space accessible to all residents shall count for up to 100 percent of the required open space. This includes landscaped courtyards or decks, gardens with pathways, children's play areas, or other multipurpose recreational and/or green spaces. Special requirements and recommendations for common spaces include the following:
  - (a) Space shall be large enough to provide functional leisure or recreational activity area per the director. For example, long narrow spaces less than 20 feet wide rarely, if ever, can function as usable common open space.
  - (b) Consider space as a focal point of development.
  - (c) Open space, particularly children's play areas, shall be visible from dwelling units and positioned near pedestrian activity.
  - (d) Space shall feature paths, plantings, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.
  - (e) Individual entries shall be provided onto common open space from adjacent ground floor residential units. Small, semi-private open spaces for adjacent ground floor units that maintain visual access to the common area are strongly encouraged to enliven the space.
  - (f) Separate common space from ground floor windows, streets, service areas and parking lots with landscaping and/or low-level fencing, where desirable.
  - (g) Space shall be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.
  - (h) Required setbacks, landscaping, driveways, parking, or other vehicular use areas shall not be counted toward the common open space requirement.
  - (i) Rooftops or rooftop decks shall not be considered as common open space for the purpose of calculating minimum open space area; provided, that the director may

consider rooftops or rooftop decks as common open space where usable open space amenities are provided and available to all residents.

(j) Outdoor open space shall not include areas devoted to parking or vehicular access.

(2) The following amenities may be used to satisfy up to 50 percent of the open space requirement. A combination of these amenities may be provided in different ratios; provided, that (i) the total credit for any combination of the following amenities may not exceed 50 percent of the open space requirement, and (ii) the amount of the amenity provided is sufficient to achieve the purpose of the amenity as determined by the director:

(a) Individual balconies that provide a space usable for human activity. To qualify, the balconies shall be at least 35 square feet and have no dimension less than four feet.

(b) Natural areas that function as an amenity to the development, subject to the following requirements and recommendations:

(i) The natural area shall be accessible to all residents. For example, safe and attractive trails provided along or through the natural area where they could serve as a major amenity to the development.

(ii) Steep slopes, wetlands, or similar unbuildable areas shall not be counted in the calculations for required open space unless they provide a visual amenity for all units, as determined by the director.

(c) Storm water retention areas if the facility has natural looking edges, natural vegetation, and no fencing except along the property line. The design of such areas shall go well beyond functional storm water requirements per the director in terms of the area involved and the quality of landscaping and resident amenities. The side slope of the storm water facilities shall not exceed a grade of 1:3 (one vertical to three horizontal) unless slopes are existing, natural, and covered with vegetation.

(3) Children's play equipment and recreational activity space for children and/or teens that include parent seating areas are required in residential complexes with 20 or more units. Exceptions: age-restricted senior citizen housing; mixed use developments (combined commercial and residential in same building); developments reserved for student housing; infill lots within the downtown master plan area; and developments located within a quarter mile of safe walking distance to a public park that features a play area.

(4) Active recreation facilities may be provided, subject to the following:

(a) Active recreation facilities may include, but are not limited to, exercise rooms, sports courts, swimming pools, tennis courts, game rooms, or community centers; and

(b) Indoor recreation areas may be credited towards the total recreation space requirement, when the city determines that such areas are located, designed and improved in a manner which provides recreational opportunities functionally equivalent to those recreational opportunities available outdoors.



*Figure C23 – Balconies provide private, usable open space for residents.*



*Figure C24 – A residential courtyard providing semi-private patio spaces adjacent to individual units.*



*Figure C25 – Children's play area incorporated into a multifamily development.*

(5) Minimum total open space. In addition to requirements (1) and (2) above, all multifamily development shall include at least 30% of the total lot area as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include residential open space areas, areas in required building setbacks, play areas, natural areas, and critical areas.

## **C.6 Townhouse open space**

(1) Townhouses and other ground based multifamily residential units with individual exterior entries must provide at least 200 square feet of ground related private open space per dwelling unit adjacent to, and directly accessible from, each dwelling unit. This may include private balconies, individual rear yards, landscaped front yards, and covered front porch areas.

(2) Minimum total open space. In addition to the open space requirement in subsection (1) of this section, all townhouse developments shall include at least 30% of the total development as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include community open space, areas in required building setbacks, play areas, natural areas, and critical areas.



*Figure C26 – Common open space for a townhouse development*



*Figure C27 – These townhouses provide balconies and semi-private yard space*



Figure C28 – Example townhouse configuration with a combination of private open spaces adjacent to units and larger common open space accessible to all units.

## C.7 Maintenance or dedication of open space

- (1) Unless the open space is dedicated to the city pursuant to subsection (2) of this section, maintenance of any open space retained in private ownership shall be the responsibility of the owner or other separate entity capable of long-term maintenance and operation in a manner acceptable to the city.
- (2) Open space may be dedicated as a public park when the following criteria are met:
  - (a) The dedicated area is at least one and one-half acres in size, except when adjacent to an existing or planned public park;
  - (b) The dedicated land provides one or more of the following:
    - (i) Shoreline access;
    - (ii) Regional trail linkages;
    - (iii) Habitat linkages;
    - (iv) Recreation facilities; or
    - (v) Heritage sites;
  - (c) The entire dedicated area is located less than one mile from the project site.
  - (d) Dedication is approved by the Director of Parks, Culture, and Recreation.

## C.8 On-site recreation – Fee in lieu of open space

Nothing herein shall prohibit voluntary agreements with the city that allow a payment in lieu of providing on-site open space or recreation space when a proposed development is located within one-quarter mile of an existing or proposed recreational facility; and, in the discretion of the director, the proposed recreation facility will be of greater benefit to the prospective residents of the development.

## C.9 Service Areas and Mechanical Equipment

(1) Service Element Location and Design. All development shall provide a designated spot for service elements. Such elements shall meet the following requirements:

(a) Service areas (loading docks, trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas) shall be located to avoid negative visual, auditory (noise), olfactory, or physical impacts on the street environment and adjacent residentially zoned properties. The City may require evidence that such elements will not significantly impact neighboring properties or public areas. (For example, the City may require noise damping specifications for fans near residential zones.)

(b) Exterior loading areas for commercial uses shall not be located within 20 feet of a single family residentially zoned property, unless the Director finds such a restriction does not allow feasible development. In such cases, the areas and drives will be separated from the residential lot by a masonry wall at least 8 feet high. Internal service areas may be located across the street from a single family residential zone.

(c) Service areas must not be visible from the sidewalk and adjacent properties. Where the City finds that the only option for locating a service area is either visible from a public right-of-way or space or from an adjacent property, the area must be screened with either landscape or structural screening measures provided in [MMC Chapter 22C.120 Landscaping and Screening](#).

(d) The designated spot for service elements shall be paved with concrete.

(e) Appropriate enclosure of the common trash and recycling elements shall be required, as determined by the Director. Requirements and considerations:

(i) A 6-foot fence constructed of concrete block or brick enclosing trash and recycling receptacles is required. Coordination with the current franchise hauler is required. The sides and rear of the enclosure must be screened with L1, L2, L3, or L4 landscaping (as defined in [MMC 22C.120.110](#)) at least 5 feet deep in visible locations as determined by the Director to soften the views of the screening element and add visual interest.

(ii) Proximity to adjacent residential units will be a key factor in determining appropriate service element treatment.

(iii) Preferably, service enclosures are integrated into the building itself.

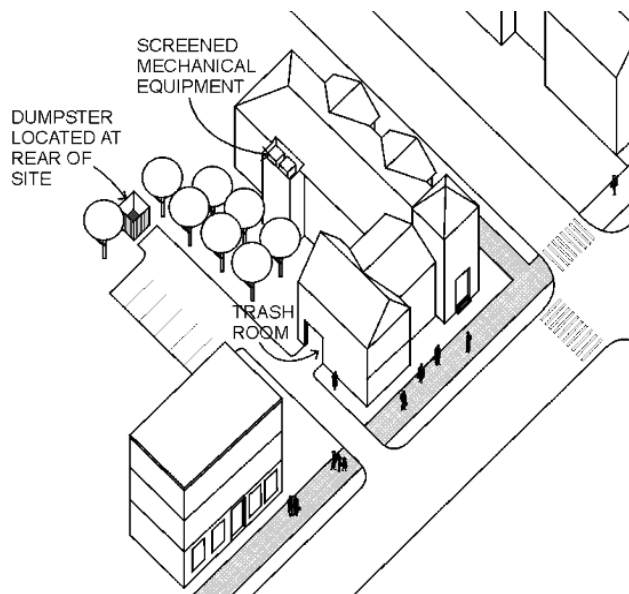


Figure C29. Locate service elements to reduce impacts on the residential and pedestrian environment.

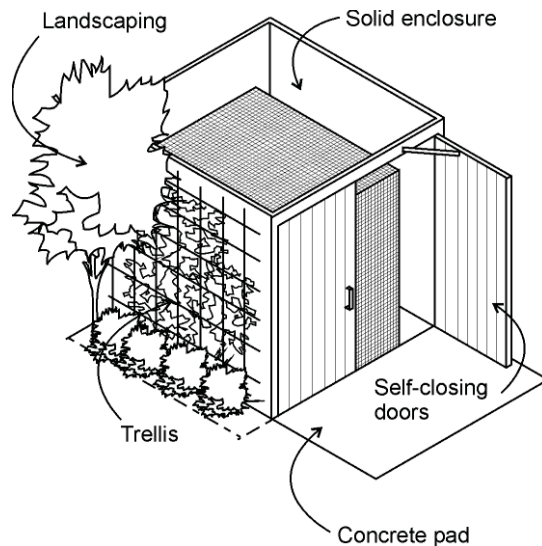


Figure C30. Trash receptacle and recyclables screening example

(2) Utility Meters, Electrical Conduit, and Other Service Utility Apparatus. These elements shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.



Figure C31. Exposed utility meters like this will not be allowed.



Figure C32. Landscaping helps to minimize the negative visual impacts of utility meters.

(3) Roof mounted mechanical equipment must be located and screened by a parapet, or other primary building element, so the equipment is not visible within 150 feet of the structure when viewed from the ground level of adjacent properties. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.

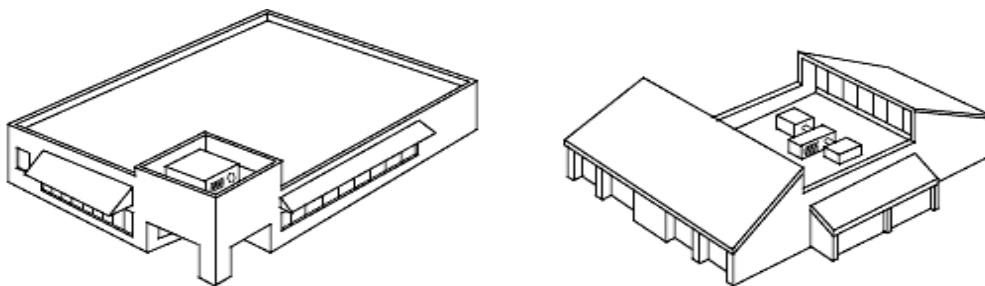


Figure C33. Examples of how to screen roof-mounted mechanical equipment.

(4) Locate and/or shield noise producing mechanical equipment such as fans, heat pumps, etc so that noise reaching the adjacent properties is less than 50 dBA. If required by the Director, the applicant must demonstrate that this standard is achieved by providing equipment specifications and/or calculations of noise impacts.



## C.10 Fences

(1) Purpose. The fence standards promote the positive benefits of fences without negatively affecting the community or endangering public or vehicle safety. Fences provide separation from busy streets, sewer service areas, define vehicle areas, and enhance the appearance of property by providing attractive landscape materials. The negative effects of fences can include the creation of street walls that inhibit police and community surveillance, decrease the sense of community, hinder emergency access and the safe movement of pedestrians and vehicles, and create an unattractive appearance.

(2) Types of Fences.

(a) The standards apply to walls, fences, trellises, arbors and screens of all types whether open, solid, wood, metal, wire, masonry or other material.

(b) No barbed or razor-wire fence shall be permitted, except for the following:

(i) Industrial zones.

(ii) Confinement of livestock.

(iii) Public facilities, transmitter and transformer sites.

(iv) Government installations where security or public safety is required.

(v) Automobile holding yards and similar businesses if required under

state law.

(3) Height.

(a) Business and Commercial Zones. All yards: eight feet.

(b) Industrial Zones. All yards: 10 feet.

(c) When a protective fence is located on top of a rockery, any portion of the fence above a height of eight feet shall be an open-work fence.

(d) Open wire mesh or similar type fences may be erected in excess of the maximum heights permitted in this code on the periphery of playgrounds associated with private and public schools and parks, public facilities, transmitter and transformer sites, and government installations where security or public safety is required.

(e) The height of a fence or freestanding wall, retaining wall or combination of the same shall be measured from its top surface, board, rail, or wire to the natural elevation of the ground on which it stands.

(f) Where the finished grade is a different elevation on either side of a fence, the height may be measured from the side having the highest elevation.

(4) Setbacks.

(a) Front Lot Line.

(i) Solid fences greater than four feet in height shall be set back at least 20 feet from the street right-of-way, unless they are used to screen service areas or unsightly areas.

(ii) No fence taller than 4 feet above grade shall be located between a street and a building's front façade or entrance.

(b) Side lot line: No setback requirement.

(c) Rear lot line: No setback requirement.

(d) For special rules relating to fences and walls near fire hydrants, see [MMC](#)

[14.03.050\(2\) and the International Fire Code.](#)

(5) Fence exemptions.

(a) The director shall have authority to administratively grant an exception to the fence requirements outlined in this section. The director is authorized to issue exceptions in cases of special hardships, unique circumstances and practical difficulties. No exception shall be granted which would be detrimental to the public health, welfare or environment.

(b) In considering a request for a modification of the fence requirements outlined in subsections (1) through (4) of this section, the community development director shall consider the following factors:

- (i) If the proposed fence is designed and constructed so that it does not cause a public safety hazard by obstructing visibility of pedestrians or motorists using streets, driveways or sidewalks;
- (ii) The proposed fence will not infringe upon or interfere with utility and/or access easements or covenant rights or responsibilities;
- (iii) The increased fence height will not adversely affect adjacent property owners or reduce visibility of the property from the street.

### **C.11 Special limitations in the business and commercial zones**

- (1) Where lighted signs and illuminated areas are permitted, such illuminating devices shall be shaded and/or directed so as not to visibly create a nuisance to any property in a residential zoning classification.

### **C.12 Outdoor lighting**

- (1) Sight Lighting Levels. All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:
  - (a) Minimum for low or non-pedestrian and vehicular traffic areas -0.5 foot candles;
  - (b) Minimum for moderate or high volume pedestrian areas- 1-2 foot candles;
 and
  - (c) Maximum (for high volume pedestrian areas and building entries)- up to 4 foot candles.
- (2) Light Quality and Shielding.
  - (a) Parking area lighting fixtures shall be full cut-off; dark sky rated and mounted no more than 20 feet about the ground, with lower fixtures preferable so as to maintain a human scale.
  - (b) Exterior lighting must comply with C.1(4)(d) of the Lakewood Neighborhood Design Standards.
- (3) Architectural Lighting. The lighting of building features, artwork, and special landscape elements may be allowed, subject to the findings of the Director that the light causes no significant adverse impact.

### **C.13 Street Connectivity**

The Lakewood Neighborhood Master Plan places a high priority on being a “walkable” and accessible community. Frequent and attractive connections between destinations through a well-connected system of streets and pathways are required.

- (1) Connectivity to abutting lands. The street system of proposed development shall be designed to connect with existing, proposed, and planned streets outside of the development. Wherever a proposed development abuts unplatted land or other land with the capability of being further subdivided, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the fire marshall, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
- (2) Continuation of streets. Planned streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods and to facilitate emergency access and evacuation. Connections shall be designed to meet or exceed the block standards in subsections (3) below, and to avoid or minimize through traffic on local streets.

(3) Block size. New development in mixed-use zones shall provide an integrated and connected network of streets to provide “direct” walking route options, orientation, a sense of place, and multiple travel route options. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. Blocks shall be designed to provide vehicular connections at intervals no greater than 600 feet and pedestrian access at intervals no greater than 300 feet (200 feet is preferred).



Figure C34. Examples of appropriately scaled mixed-use blocks that accommodate pedestrian connections no further apart than 300 feet.

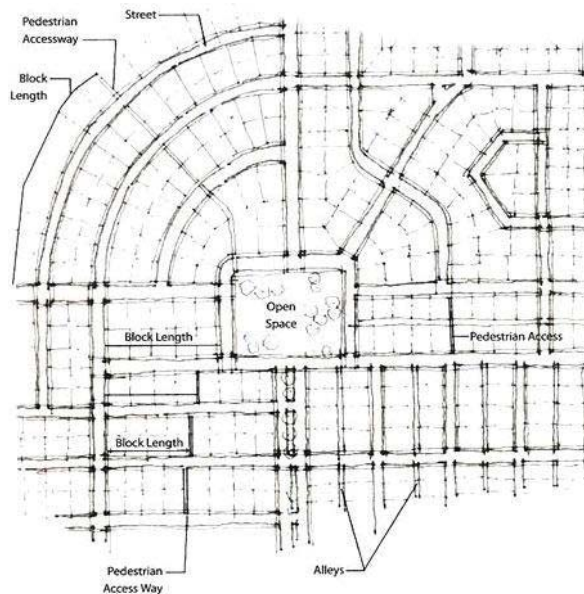


Figure C35. Example of well-connected street network. Note that the “block lengths” show how street and pedestrian path intervals are measured.

(4) Pedestrian accessways. Internal paths, such as an accessway in the middle of a block, are encouraged to provide pedestrian access at intervals no greater than 300 feet to improve pedestrian mobility. Such access ways shall conform to all of the following standards:

(a) Width. Pedestrian accessways shall be located within dedicated public rights-of-way or private easements allowing public access with a minimum dimension of 10 feet in width;

(b) Design. Pedestrian accessways shall be constructed to sidewalk standards for Local Access Roads or be designed as a multi-use trail per direction in the Non-Motorized Transportation Systems Plans outlined in the Lakewood Neighborhood Master Plan and 2015 Transportation Element of the Marysville Comprehensive Plan. Also see Chapter 3 of the City of Marysville Engineering Design and Development Standards (EDDS). Alternative designs may be considered where significant environmental constraints are present;

(c) Safety. The accessway shall incorporate design treatments that avoid a “tunnel effect” in the corridor and create a potential safety problem. Design solutions could involve the width, length, and/or the alignment of the corridor, height of fences adjacent to the corridor, lighting treatments, and/or the proposed landscaping along the corridor;

(d) Accessibility. Pedestrian accessways shall conform to applicable ADA requirements, except where not required by applicable ADA rules and regulations;

(e) Landscaping. The city may require landscaping to buffer pedestrians from adjacent vehicles and land uses. Plantings shall emphasize drought tolerant and low maintenance materials and shall maintain adequate visibility for safety; and

(f) Where pedestrian accessways are privately owned, they shall be operated and maintained by the developer until: (1) the declaration and covenants for plat are recorded, and (2) a property owners, business, or homeowners organization has been established which shall be legally responsible for the operation and maintenance of the pedestrian accessway.

## **C.14 Nonconforming situations**

Existing developments that do not conform to the development standards of this chapter are subject to the standards of [MMC Chapter 22C.100, Nonconforming Situations](#).

## **C.15 Parking and loading**

The standards pertaining to the required number of auto parking spaces, bicycle parking spaces, parking lot placement, parking lot setbacks and internal parking lot pedestrian connections are stated in [MMC Chapter 22C.130, Parking and Loading](#).

## **C.16 Signs**

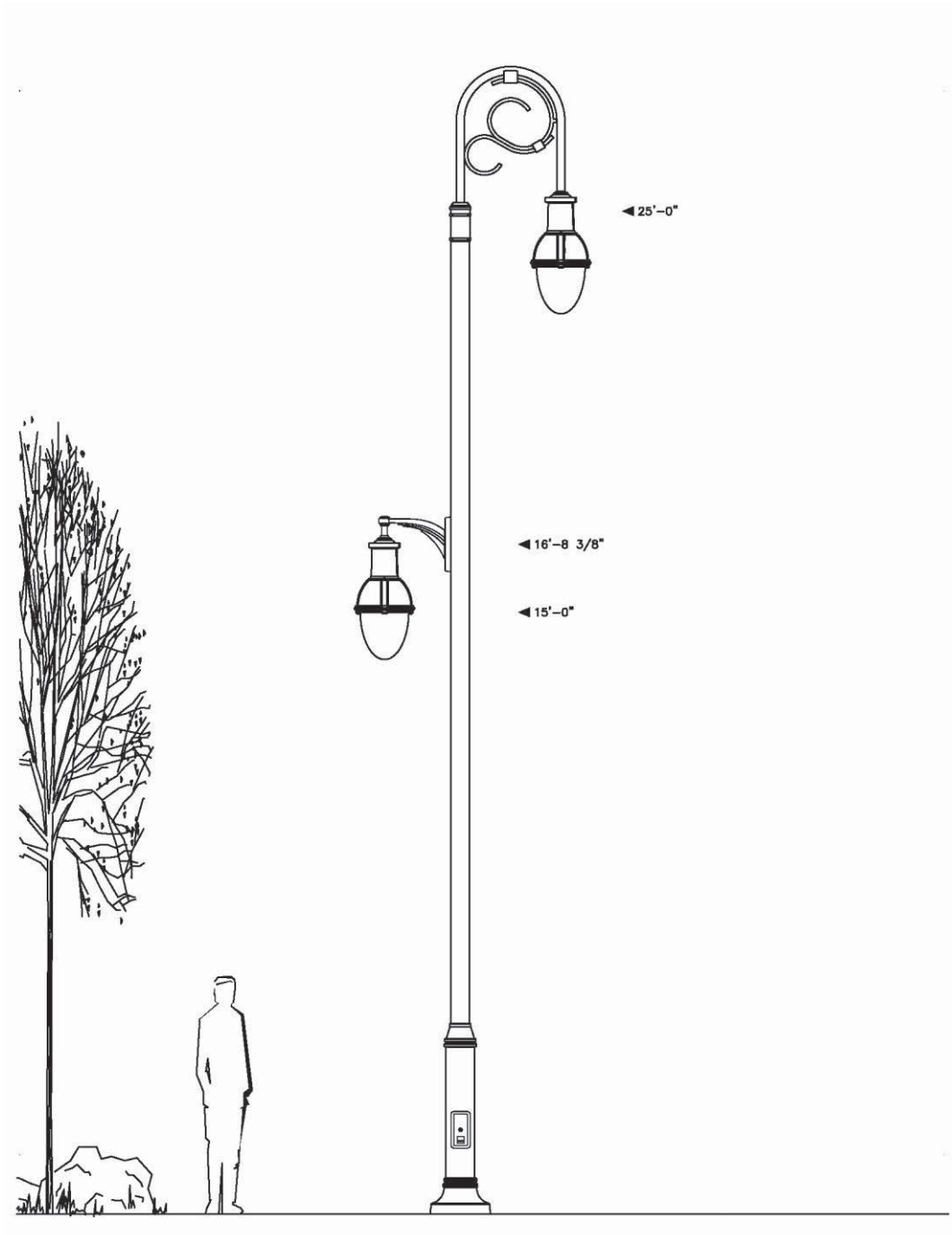
The sign standards are stated in [MMC Chapter 22C.160, Signs](#).

## **C.17 Landscaping and screening**

The landscaping and screening standards are stated in [MMC Chapter 22C.120, Landscaping and Screening](#).

# Appendix B – DECORATIVE STREET LIGHTING STANDARDS

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## B.1 Decorative Street Lighting Standards

(1) All decorative street light installations shall be Philips Lumec Renaissance Series color BRTX (textured bronze) or approved equal, and shall include the following, or latest model:

(a) Philips Lumec Renaissance Series fixture product number RN20-(90 or 135)W80LED-ACDR-LE3R-240-BRTX.

(b) Philips Lumec pole product number SSM8V-25-BRTX including pole, access door, plant support, decorative cover, ballast module, ballast tray, weld cover, base cover and GFCI receptacle.

(c) Philips Lumec Renaissance Series mounting arm product number NMIA-RNA-BRTX.

(d) Philips Lumec Renaissance Series Pedestrian scale lighting may also be required and shall be determined based upon projects details specific to the location pedestrian sidewalk and/or multi-use path design. This product may include a standalone decorative pole with fixture or a decorative arm and fixture mounted on the decorative street light pole.

(2) Decorative street light standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans. All welds shall comply with the latest AASHTO Standard Specifications for Support of Highway Signs, Luminaires, and Traffic Signals. Welding inspection shall comply with Section 6-03.3(25)A, Welding Inspection.

(3) All decorative street light standards shall meet the following:

(a) All poles and arms shall be round tapered steel.

(b) All lamps and electrical components shall be accessible without tools.

(c) Optical systems shall be IP66 rated.

(d) Luminaires shall incorporate LED lamps with an L70 rated LED lamp and driver life of 100,000 hours or greater.

(e) LED lamps shall have a color temperature of 4000K (+/- 350K).

(f) Decorative street light standards, luminaire arms, banner arms (if required), decorative bases, and visible mounting hardware shall be of the color BRTX (textured bronze) with a powder coating.

(g) Bolts shall be per manufacturer recommendation and installed per the Plans and Specifications.

(h) All poles shall have a handhole for access to the tray-mounted ballasts.

(i) All standards shall be rated to withstand 100 MPH steady wind with a gust factor of 1.3.

(j) Bolt circle allowed shall be 11" @ 13".

(k) All poles and luminaire arms shall incorporate decorative elements identical too or similar to those shown within the Plans.

(4) Every other (a minimum of fifty (50) percent of installed) decorative street light standard shall meet the following:

(a) Have a 120V built in duplex GFCI receptacle outlets installed at the top of the pole. The GFCI receptacle outlet circuit shall be placed on a 20 amp minimum circuit. The GFCI receptacle outlets shall be inspected utilizing a standard off-the-shelf GFCI receptacle tester, prior to project completion, by the contractor in the presence of the City signal technician or City electrical inspector. GFCI outlets which fail the test shall be replaced by the contractor and retested by the contractor in the presence of the City signal technician or City electrical inspector.

(b) Have banner arms permanently mounted at a height of 20 feet and banner arms mounted to an adjustable clamp assembly at a height of 12 feet. Banner arms shall be thirty-six (36) inches long and have a three (3) inch ball at the end.

(c) Banner arm mounts and duplex GFCI receptacle outlets shall be oriented 180 degrees from the steel arms of the luminaire.

(5) Decorative street light standards shall be engineered by the pole manufacturer. Drawings shall be stamped by a licensed structural engineer with current valid State of Washington stamp. The foundation shall be engineered by a licensed structural engineer using pole manufacture data and project supplied soils testing report. Engineered/ stamped plans by a currently licensed structural engineer shall be submitted to the project engineer. Foundation work and pole manufacture shall not commence until engineered plans have been approved by the project engineer. All poles shall be circular in cross-section.

(6) After delivering the standards to the job site and before they are installed, they shall be stored in a place that will not inconvenience the public. All standards shall be installed in compliance with Washington State Utility and Electrical Codes.

(7) Factory approved touch-up paint of color BRTX (textured bronze) in the quantity of 1 unopened gallon shall be supplied to the City prior to project completion.



COMMUNITY DEVELOPMENT DEPARTMENT  
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## PC Recommendation - Lakewood Neighborhood Master Plan

The Planning Commission of the City of Marysville, having held a public hearing on December 13, 2016, in review of a NON-PROJECT ACTION Master Plan for Planning Area No. 11 *Lakewood Neighborhood* as an amendment to the 2015 Marysville Comprehensive Plan; and having concurrently considered design regulations as an amendment to Marysville Municipal Code (MMC) Title 22 *Unified Development Code*; and having considered the exhibits and testimony presented, does hereby enter the following findings, conclusions and recommendation for consideration by Marysville City Council:

### FINDINGS:

1. The Planning Commission held public work sessions in review of the DRAFT Lakewood Neighborhood Master Plan (LNMP) and DRAFT Design Regulations on December 8, 2015, March 22, 2016, May 10, 2016, September 13, 2016, September 27, 2016 and October 25, 2016.
2. The Community Development Department conducted two (2) neighborhood meetings at Cougar Creek Elementary in order to obtain feedback regarding the DRAFT LNMP and DRAFT Design Regulations on October 21, 2015 and March 24, 2015.
3. The Community Development Department issued Addendum No. 24 to the Final Environmental Impact Statement for the City of Marysville Comprehensive Plan on July 11, 2016 in order to satisfy the State Environmental Policy Act (SEPA) requirements in accordance with WAC 197-11-625.
4. Community Development Staff submitted the DRAFT LNMP and DRAFT Design Regulations to the State of Washington Department of Commerce on April 27, 2016 for review pursuant to RCW 36.70A.106.
5. The Community Development Department received a letter from the State of Washington Department of Commerce acknowledging receipt of the DRAFT LNMP and DRAFT Design Regulations on April 28, 2016 and processed with material ID #22333. No comments were received from State Agencies
6. The Planning Commission was provided written comments received by the Community Development Department, and took into consideration testimony received from staff and the public at the duly-advertised public hearing held on December 13, 2016.

### CONCLUSION:

At the public hearing, The Planning Commission recommended the adoption of the Lakewood Neighborhood Plan with the edits as presented by staff in the Planning Commission packet, as reflected in the Planning Commission Minutes, dated December 13, 2016, attached hereto as **Exhibit A**. This motion includes a condition that staff work with the owner/representative of the Howard property (APN 31052900200400) to locate the 169<sup>th</sup> Place NE extension as far south as possible, on the property, taking into consideration the properties development

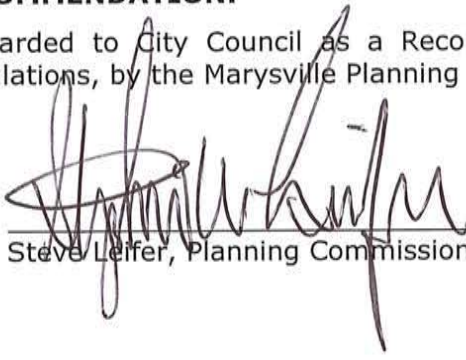


potential and Engineering Design and Development Standards (EDDS) applied by the City Engineer.

**RECOMMENDATION:**

Forwarded to City Council as a Recommendation of Approval of the LNMP and Design Regulations, by the Marysville Planning Commission this 13<sup>th</sup> day of December, 2016.

By:



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Steve Leifer, Planning Commission Chair

# PLANNING COMMISSION



# MINUTES

**December 13, 2016**

**7:00 p.m.**

**City Hall**

## **CALL TO ORDER**

Chair Leifer called the December 13, 2016 meeting to order at 7:00 p.m. noting the presence of several people in the audience.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Brandon Whitaker

**Staff:** Planning Manager Chris Holland, Community Development Director Dave Koenig, Senior Planner Angela Gemmer

**Absent:** Kelly Richards and Tom Thetford (both excused)

## **APPROVAL OF MINUTES**

### November 22, 2016

**Motion** made by Commissioner Smith, seconded by Commissioner Whitaker, to approve the November 22, 2016 Meeting Minutes as presented. **Motion** passed unanimously (5-0)

## **AUDIENCE PARTICIPATION**

None

## **PUBLIC HEARINGS**

### MMC Chapter 11.52 Commute Trip Reduction Update

Senior Planner Gemmer gave background on this item and reviewed the proposed changes as discussed at the last meeting.

The public hearing was opened at 7:07 p.m. Seeing no public comments, the hearing was closed at 7:07 p.m.

**Motion** made by Commissioner Hoen, seconded by Commissioner Smith, to recommend this for approval to the City Council. **Motion** passed unanimously (5-0).

### Lakewood Neighborhood Master Plan

Planning Manager Chris Holland reviewed the redlined version of the Lakewood Neighborhood Master Plan, Appendix A (Design Standards) and Appendix B (Decorative Street Lighting).

Planning Manager Holland also noted that all written public comments to date were included in the Planning Commission's packet. Staff received another email today, which was distributed to the Planning Commission. That letter was based on a previous letter regarding the Margaret Hanson estate. Regarding that matter, Planning Manager Holland noted that there would not be any additional design or use requirements for Ms. Hanson's property that would not be a requirement for all other properties with similar zoning designation. If approved as proposed, each zone within the master plan area would be subject to the Appendix A Design Standards. Commissioner Hoen asked if staff ever met with the representatives of the Margaret Hanson estate. Planning Manager Holland stated he had tried to make contact once, but was not successful.

Planning Manager Holland explained that the purpose of the plan was to plan for development for the next 20 years focusing on transportation, utilities and design standards. Some of the assets include the civic center, Twin Lakes Park, existing rural crossroads character, scenic views, major shopping center, and access to other areas in the region. The 20-year plan would accommodate another 4,200 jobs and about 5,600 more people in the area. There will be a tremendous amount of growth in Lakewood.

Senior Planner Holland reviewed the existing zoning. He discussed recommended traffic improvements at 172<sup>nd</sup> Street, the 156<sup>th</sup> Street NE Interchange, Neighborhood Roadway Network north of 172<sup>nd</sup> (174<sup>th</sup> Street NE; 176<sup>th</sup> Street NE; 23<sup>rd</sup>/25<sup>th</sup> Avenue NE; and 19<sup>th</sup> Avenue NE) and south of 172<sup>nd</sup> Street (27<sup>th</sup> Avenue NE; 23<sup>rd</sup> Avenue NE; 19<sup>th</sup> Avenue NE/169<sup>th</sup> Street NE; 25<sup>th</sup>/27<sup>th</sup> Avenue NE; 156<sup>th</sup> Street NE and Interchange; 156<sup>th</sup> Street NE Multiuse Connection to Centennial Trail; Twin Lakes Avenue; 156<sup>th</sup> Street/Twin Lakes Avenue). He discussed the Land Use and Planned Collector Roads in the Transportation Element, the Draft Vehicular Network Map, the Land Technologies Road Connection Proposal, the Leifer Road Connection Proposal, the Andes Road Connection Proposal, and introduced Staff's Recommended Road Alignment as contained in the packet. Based on all the comments received from commissioners and the general public, staff has revised its recommendation. This includes elimination of the continuation of 30<sup>th</sup> down across the railroad, shifting that roadway to the east and allowing it as a sort of frontage road (Twin Lakes Frontage Road) which would connect down at 136<sup>th</sup>, and elimination of the previously recommended roadway along the

railroad. He noted that staff believes that the 23<sup>rd</sup>/27<sup>th</sup> Avenue Corridors would be the most important ones to move people.

Chair Leifer noted that there is a lot of verbiage contained in past minutes relating to the road connections and the fact that this is a conceptual plan but the details are yet to be finalized. He asked if this fact would be considered for development purposes. Planning Manager Holland replied that it would and noted that these are just recommended connections; the exact alignment would be determined as development occurs. Chair Leifer recommended including some verbiage reflecting that to the text. Planning Manager Holland indicated something like that could be incorporated if desired, but the following text is already included in the Engineering, Design and Development Standards (EDDS):

*“Specific alignments have not been identified for the planned connector roads. Alignments will be defined as part of the future corridor studies or as adjacent properties are developed. Some of the other planned connector roads also may be classified as arterials in the future depending on specific design and access requirements at the time the corridor is developed.”*

Chair Leifer indicated that it didn't need to be restated if it is already in the EDDS. Planning Manager Holland agreed and added that each one of the road connections within the City of Marysville's Urban Growth Area Boundary is also already in the TIF (Traffic Impact Fee) calculation.

Chair Leifer asked about the City's plan for the loop between 23<sup>rd</sup>, 169<sup>th</sup>, and over to 27<sup>th</sup>. Planning Manager Holland replied that the project is in the two-year budget that the Council just approved so it will be moving forward soon.

Commissioner Andes suggested adding a note on the map referring to the statement from the EDDS. Planning Manager Holland indicated staff could do that. Commissioner Andes then referred to the roundabout on 19<sup>th</sup> and commented that a train would stop all traffic. He wondered if there was a type of signal that could be included to assist traffic flow. Planning Manager Holland replied that staff will look into signal options for this.

Utilities – Water: Planning Manager Holland then explained that no major water improvements need to be made in the service area.

Utilities – Sewer: The main improvement that needs to occur is that the sewer line will need to be extended up to 172<sup>nd</sup> along the railroad. There is also a chokepoint near Twin Lakes Avenue that needs to be improved.

Chair Leifer asked if there is a preferred location for discharge for a proposed force main up in that region. Planning Manager Holland indicated he could look into it. Chair Leifer commented that the whole question about sewer is dependent upon what happens with the property that Sayani owns unless another route is found via a pump station. Planning Manager Holland commented that if the City had the ability and the

funds available to put it in and felt it was necessary to spur development, they could acquire the property and put it in. He noted that the issues can be identified when the property owners/developers are working with the Public Works Department.

Utilities – Stormwater: The City adopted Ordinance No. 3035 which becomes effective December 31. This means all development is required to do infiltration or LID improvements as part of their stormwater unless it is proven unfeasible.

Planning Manager Holland explained that the Design Standards in Appendix A build upon existing Design Standards in the current code, but also expand on them to try to get a neighborhood that is pedestrian oriented. The Urban Design Standards require buildings oriented toward the street front. It would require Design Standards for commercial areas to provide pedestrian-oriented character. It would build on the existing character of the area and provide for active ground floors along street segments. Planning Manager Holland summarized the general text amendments as shown by the red lines in the Draft Plan.

Commissioner Hoen asked what the Arlington Municipal Airport Sub Districts C and D are. Planning Manager Holland replied that these relate to requirements for certain areas that align with the proximity to the airport.

Commissioner Whitaker referred to the Design Standards as they relate to lighting and asked if they would be using LED lights. Planning Manager Holland replied that they are seeing a lot more LED. Commissioner Whitaker recommended making sure that if LED lights are used, full cut-off fixtures are required in order to avoid fugitive light going everywhere.

Commissioner Andes asked if the Shaw property will be required to do anything with 19<sup>th</sup>. Planning Manager Holland replied it has been discussed as part of the application process, but hasn't been finalized yet.

The public testimony portion of the public hearing was opened at 8:11 p.m.

Public Testimony:

Sandy Howard, 16704 25<sup>th</sup> Avenue NE, Marysville (2310 – 172<sup>nd</sup> Street), stated that she has lived at this address since 1974. Her husband passed away six years ago and she is working on trying to sell the property. She was disappointed to see a road going through her property which will impact the value tremendously. She recommended that the road avoid her property if at all possible. She urged the Commission to consider the impacts to private property owners.

Merle Ash, 18820 3rd Avenue NE, Arlington, WA, spoke as a citizen and a land use consultant representing Sandy Howard and the Grove Church. He commented that he is generally pretty excited about this plan, but he thinks there needs to be a couple tweaks including Sandy Howard's property. He expressed concern about the 169<sup>th</sup> extension. 169<sup>th</sup> aligns with the south half of the Howard property. A 70-foot corridor

through the property would put a huge burden on the property as it would leave a 70-foot strip remaining south of that which would be basically unusable. He requested that the roads actually get built. He encouraged the City to recognize some of the private property owners' concerns that are along this route. He stated that they will be submitting a pre-application for a road alignment in a townhouse development on that property which will propose S-curves turning to the south of the property line. They feel this would be a good compromise and might actually encourage a developer to purchase the property.

Chair Leifer asked Mr. Ash how the proposed S-curves would relate to the speed limits in the area. Mr. Ash replied that the design and the radius they are proposing would accommodate proposed speed limits. He doesn't think it would be an impact to the flow of traffic. Chair Leifer asked what the speed limit for that area would be. Planning Manager Holland replied it would be 25-30 mph.

Chair Leifer then asked what the recommended road configuration for the 23<sup>rd</sup> extension to the south would be. Mr. Ash replied that they would have liked to see something developed off of 19<sup>th</sup> and down the side of the railroad tracks. As part of their pre-application they will be talking to the City about this issue where her 5-acre property potentially being reduced to a 3.17 acre piece of property as a result of the proposed road alignment.

He summarized that staff did an outstanding job on this Plan.

Seeing no further public comments, the public testimony portion of the public hearing was closed at 8:30 p.m.

Chair Leifer referred to the loop road and the alignment and asked if it would be appropriate for the Planning Commission to give an opinion of where the alignment should be due to the City's plans to construct a road and the eminent development in the area. He spoke in support of preserving individual property rights.

Commissioner Andes discussed some curved roads he had done in his career and commented on how the S-curves might work with the roundabout. He thought that this particular situation would be a good test for the City to demonstrate how it will work with the property owners and developers as stated in the EDDS.

Chair Leifer spoke in support of a statement that the road alignment be held along the south property line of the Howard property with an S-curve to bring it back into the easterly portion and then continue on that route all the way towards the railroad until it curves up 19<sup>th</sup>. He commented that that seems to make a lot of sense for everybody.

Planning Manager Holland noted that could be included as an emphasis from the Planning Commission if that is the consensus. He stated that the City is willing to entertain that road alignment, but it comes down to when development occurs and if it can meet Engineering Design and Development Standards. There appeared to be consensus to support the verbiage indicated by Chair Leifer.

**Motion** made by Commissioner Andes, seconded by Commissioner Smith, to recommend approval of the Plan as presented with direction to facilitate the alignment of 169th as far south as possible, as approved by the City Engineer, in accordance with the EDDS in order to have the least impact possible on the Howard property. **Motion** passed unanimously (5-0).

Commissioner Hoen asked how the compensation to the property owners for right-of-ways is typically figured out. Planning Manager Holland explained that it is something worked out based on fair market value of the land and the cost of improvements. The right-of-way dedicated would be credited toward their traffic impact fees as well as the cost of improving that right-of-way to a public standard.

## **CITY COUNCIL AGENDA ITEMS AND MINUTES**

### **ADJOURNMENT**

**Motion** made by Commissioner Andes, seconded by Commissioner Smith, to adjourn the meeting at 8:51 p.m. **Motion** passed unanimously (5-0).

### **NEXT MEETING:**

January 10, 2017

  
Chris Holland, Planning Manager for,  
Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

**December 8, 2015**

**7:00 p.m.**

**City Hall**

## **CALL TO ORDER**

Chair Leifer called the December 8, 2015 meeting to order at 7:00 p.m.

## **ROLL CALL**

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards, Tom Thetford

**Staff:** Planning Manager Chris Holland, City Engineer Jeff Laycock, Community Development Director Dave Koenig

**Absent:** Steve Lebo (excused)

## **APPROVAL OF MINUTES**

Tuesday, October 13, 2015

**Motion** made by Commissioner Smith, seconded by Commissioner Richards, to approve the Tuesday, October 13, 2015 Meeting Minutes. **Motion** passed unanimously (5-0) with Commissioner Hoen abstaining as he was not at the October 13 meeting.

## **AUDIENCE PARTICIPATION**

### **NEW BUSINESS**

A. Lakewood Master Plan (PowerPoint presentation)

Planning Manager Holland stated the City held a second neighborhood meeting on October 21 in the Lakewood area regarding the proposed Lakewood Neighborhood Master Plan. He explained the presentation tonight would cover the existing, current, and proposed improvements as well as the vision, design guidelines, and motorized and



non-motorized roadway system and design of the Lakewood Master Plan. They would also be discussing public comments.

City Engineer Laycock discussed transportation improvements as contained in the PowerPoint presentation including 172<sup>nd</sup> Street NE Improvements, 169<sup>th</sup> Street NE Connection, Intersection at 172<sup>nd</sup> Street NE & 27<sup>th</sup> Avenue NE, 156<sup>th</sup> Street NE Interchange, and 172<sup>nd</sup> Railroad Crossing. Commissioner Hoen asked about putting a light at 169<sup>th</sup> instead of a roundabout. Planning Manger Holland explained how a roundabout would improve traffic flow.

Commissioner Leifer asked if there was some sort of a prioritization of the State transportation funding. City Engineer Laycock did not think there was a prioritization put into the list. Planning Manager Holland stated there was an early, mid, and long range funding. City Engineer Laycock noted that right now Marysville's priority is the 529 interchange.

Chair Leifer asked if the sewer extensions up north would be funded out of this package. Mr. Laycock replied that would be local funding. Planning Manager Holland added that the lack of sewer is an issue with development in Lakewood.

There was discussion about the 172<sup>nd</sup> Street railroad crossing. It was noted that this was cost prohibitive and would have significant impacts on adjacent property. Planning Manager Holland commented that the City would not be pursuing this as an option at this time. Commissioner Hoen asked about the cost of an undercrossing. Mr. Laycock stated that the cost would be more for an undercrossing.

Mr. Laycock then reviewed proposed utilities improvements including sewer limitations. He explained that as development moves west in the short term a sewer lift station, force main, and downstream gravity improvements would be necessary. Long-term improvements would be to construct a gravity trunk sewer parallel to the railroad tracks. Planning Manager Holland noted that a lift station and force main are being looked at by several different developers in order to get development going.

Commissioner Leifer pointed out that there is a manhole north of Twin Lakes near Housing Hope's property. He asked about the invert of that. City Engineer Laycock explained that could be an option. Commissioner Leifer suggested utilizing that. Planning Manager Holland remarked that the area could all be served by the existing sewer, but it was a question of whether or not it would be easier to run the sewer across the railroad tracks or to run it down along the tracks.

Commissioner Leifer asked about constructing utilities through the wetlands. City Engineer Laycock explained it was possible, but would require mitigation. Planning Manager Holland reviewed the status of properties that are currently in the area. He said he doesn't anticipate a lot of critical areas except for buffers associated with Quilceda Creek.

City Engineer Laycock noted that water is not an issue; the water supply is great. Future improvements would replace the aging water main pipe along the Forty-Five Road and 172<sup>nd</sup> Street NE.

Planning Manager Holland explained that it would make the most sense to serve commuter traffic in the future to go down the Forty-Five Road, over a future railroad overpass at 156<sup>th</sup> Street NE, and get on the new interchange rather than an at grade railroad crossing.

Planning Manager Holland reviewed Lakewood Neighborhood Land Capacity consisting of data related to employment, housing, and population. There was discussion about Tribes' input on potential development. Planning Manager Holland noted that the Tulalips have not had much comment, but the Stillaguamish have had a lot of input related to historical/archeological sites. A discovery pamphlet is handed out to all contractors as part of the pre-construction meeting which tells developers what to do if case they discover something. Also, on certain projects where there are known archeological remains, the Stillaguamish have wanted to be on site when doing the dirt work. Commissioner Leifer commented on the value of providing a series of ponds that could be used for salmon habitat and spawning grounds. This would really enhance the whole area. Planning Manager Holland concurred.

Planning Manager Holland reviewed zoning and existing land use in the area. General clarification questions followed. Existing and proposed development was then reviewed including:

- The Lodge – Phase 1: 182 units and clubhouse; Phase 2: 160 units and fitness center
- Marketplace - Dick's Sporting Goods, Party City, Hobby Lobby, Aveda, T-Mobile, Hop Jack's, Qdoba, Outback and Bonfish, and Firehouse Subs. Planning Manager Hoen asked about a grocery store on the south side of that development. Planning Manager Holland did not think that was in the plans for this location.
- Vintage at Lakewood – 197 affordable senior housing units
- Lakewood High School – New two-story 162,500 square foot high school to accommodate 825 students is currently under review by Snohomish County.
- Marysville Dental – 5,490 square foot medical/dental building

#### Master Plan Concepts:

The Neighborhood Master Plan guides physical development over the next 20 years. The Master Plan focuses on infrastructure improvements and urban design guidelines for new development. The overall concepts are to include a local-serving neighborhood center, retain and build on existing character, and also allow connectivity to the recreational aspects of that such as the school district properties and the Twin Lakes Park. Chair Leifer asked what would happen if they wanted to do an overcrossing or undercrossing there. Planning Manager Holland explained if that were to occur historic Lakewood would be eliminated. There are proposed new routes through currently

undeveloped areas. New streets would support traffic growth (connection to 156<sup>th</sup> Street NE, East-West alternatives to 172<sup>nd</sup> Street NE). A new bicycle network would connect to neighborhoods. There would be a new dense and continuous pedestrian network. New trail connections to key local and citywide destinations. There are newly proposed and enhanced connections to: schools, parks/trails, shopping areas, the rest of the city (East of I-5), and rural areas. The intent is to make this a true walkable neighborhood.

Chair Leifer asked who pays for the right of way acquisition when the state owns it, but the City is trying to drive development. Planning Manager Holland explained that it would come from development. He explained that if improvements are included in the traffic impact fee calculations, credit would be given to the developer.

Planning Manager Holland commented that only two people have commented on the webpage. Comments received were included in the Planning Commission's packet. His perception was that the meeting on October 21 was a positive one where residents were able to get their questions answered.

Next Steps: The Draft Master Plan should be available in December or Early January for public review and comment followed by review and potential approval by the Planning Commission.

#### B. Arlington-Marysville Manufacturing Industrial Center Market Study

Community Development Director Koenig noted that the City of Marysville and Arlington have been working together to get the MIC designation as a regional MIC. It was rejected the first time it was submitted to the PSRC (Puget Sound Regional Council) which is the group that allocates out federal funding to the region. They also created the Vision 2040 Plan. He commented that on PSRC's website, anywhere north of Everett isn't even recognized. PSRC is relooking at the criteria. The City wants to be proactive and update the data and do a marketing study. The study is being done jointly with Arlington by Community Attributes. Staff will be keeping the Planning Commission up to date as the study is done. They are hoping for a report by the consultants in March of 2016.

Commissioner Hoen asked why PSRC didn't extend their map into Marysville. Director Koenig replied that Marysville has never been recognized by the PSRC even though Marysville has been rapidly growing and is the fastest growing city in Snohomish County. Additionally, the PSRC changed the criteria for Manufacturing Industrial Centers. The City is working closely with PSRC to get the recognition. Director Koenig explained that Marysville worked to get SB 5761 passed which would allow for manufacturing development to take advantage of 10-year exemption from property taxes for buildings that meet certain criteria. As part of this the county has to agree to exempt the county property tax also. He added that this is a test case in the state. The law requires Marysville to hold a public hearing after notice to all the property owners in the proposed area. Then it is established by a Resolution and implemented by an ordinance. Right now they are waiting on the county's action on this following changes in the representation there.

Chair Leifer said he thought they had reached the job count threshold when they had adjusted the boundaries. Community Development Director Koenig explained that Snohomish County had approved it as recommended by Snohomish County Tomorrow, but it didn't meet the strict criteria established by the PSRC even though there were other MICs with a lower threshold that had been recognized by the PSRC. Planning Manager Holland added that when they were running the numbers there was a threshold of existing jobs where the City fell short.

Director Koenig announced that Engineering Services Manager Shawn Smith has resigned to be the City Engineer for Stanwood. The position will be advertised.

Planning Manager Holland noted that John Cowling has also left the city and will be the City Engineer in Mountlake Terrace.

## **OLD BUSINESS**

## **CITY COUNCIL AGENDA ITEMS AND MINUTES**

## **ADJOURNMENT**

**Motion** made by Thetford, seconded by Commissioner Richards, to adjourn the meeting at 8:52 p.m. **Motion** passed unanimously.

## **NEXT MEETING:**

January 12, 2015



Chris Holland, for Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

**March 22, 2016**

**7:00 p.m.**

**City Hall**

## **CALL TO ORDER**

Chair Leifer called the March 22, 2016 meeting to order at 7:03 p.m. noting the excused absence of Kelly Richards and Tom Thetford and the fact that Steven Lebo has resigned as the result of moving. He stated that the Commission was sad to see Steven Lebo leave and that he did a great job when he was here.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith

**Staff:** Planning Manager Chris Holland, Community Development Director Dave Koenig, Associate Planner Angela Gemmer

**Absent:** Kelly Richards, Tom Thetford

## **APPROVAL OF MINUTES**

Tuesday, March 8, 2016

**Motion** made by Commissioner Smith, seconded by Commissioner Andes, to approve the March 8, 2016 Meeting Minutes as presented. **Motion** passed unanimously (4-0).

## **AUDIENCE PARTICIPATION**

None

## **NEW BUSINESS**

A. State Avenue Corridor Subarea Plan – Survey Results

Associate Planner Angela Gemmer gave an update on the State Avenue Corridor Subarea Plan. She explained that State Avenue is the most challenging corridor in the

City of Marysville. It is very long and has a variety of land uses. The City wants to improve the quality of life, encourage economic growth and enhance the image of the community by improving State Avenue. The City also needs to accommodate additional growth and trigger redevelopment. The Plan is being developed as there is a huge capacity for redevelopment with a variety of land uses. This is not expected to happen overnight, but it would ensure that development happens as desired. The City also needs to plan for the future of increased transit service and Community Transit's Swift Bus Rapid Transit. The purpose of the Plan is to establish a consensus of the community's vision for the corridor, identify redevelopment opportunities, and address transportation needs and requirements. Areas of concern include: the character of future development, how to integrate housing/mixed use; transportation needs and opportunities; aesthetics/urban design; relationship between corridor and abutting neighborhoods; and improving quality of development. The City is hoping to get a vision for the corridor, a revised land use plan, transportation plan to support land use, a public investment project list, and improved relationships with adjacent neighborhoods, businesses, and residents. Without a plan State Avenue may not improve over time, the City might miss opportunities related to Community Transit's Swift Bus Rapid Transit service and redevelopment in the corridor.

Since the beginning of the year the City has conducted a survey to obtain feedback from the community and stakeholders. 176 surveys have been completed to date. Results have shown that there is a lot of interest in improving State Avenue as it is an important corridor for transportation and commerce. Ms. Gemmer reviewed the survey results. A majority of respondents felt it was important to plan for State Avenue. The top categories of survey takers were people who travel on State Avenue, live on or near State Avenue, shop on State Avenue, and interested citizens. Within the next five years, changes people would most like to see are synchronization of traffic lights and better traffic flow, updated buildings, continuous safe sidewalks, crosswalks, things that will enhance the overall pedestrian experience, fewer societal problems, beautification of streets, the missing gap between 100<sup>th</sup> to 116<sup>th</sup> widened to five lanes, and better building and landscape maintenance.

The things people like the best about State Avenue are that it is a direct north-south route that connects Everett to Smokey Point via Marysville; the decorative lighting; ease of travel/decent traffic flow and signal timing; it is a retail core, there is a variety of different retail and services available; and Comeford Park, particularly the revitalization of the Spray Park. Areas people would like to see more of include: Comeford Park/Spray Park; the decorative lighting, wide sidewalks/walkable areas, 3<sup>rd</sup> Street business area, and small town charm. People would like to see more quality, diverse retail; quality dining/restaurant options; mixed use; parks, open space, and trails; and small local retail. People would like to see less residential on State Avenue. This is consistent with the existing plan. They would also like to see less commercial, auto dealerships, empty/vacant buildings, strip malls, and smoke shops.

Chair Leifer commented that this comprises everything that could potentially be on State Avenue. There was discussion about the open-ended nature of the survey which led to such a variety of responses.

Specific areas where respondents could envision mixed use centers included: the downtown core/first through fourth Streets; 116<sup>th</sup> Street and vicinity; 88<sup>th</sup> Street Area; North end towards Smokey Point, and Grove Area. Areas that are visually appealing include the Mod Pizza/Coastal Community Bank; Renovated Walgreens Corner; Comeford Park; Ebey Waterfront Park; Renovated Downtown Street; other areas with Street Trees, decorative lighting, and flowers; downtown generally; landscape medians north of 136<sup>th</sup>. Commissioner Andes commented that business owners were opposed to the medians, but people really enjoy them.

Ms. Gemmer continued to review the survey. She noted that areas that are visually unappealing include any buildings that are not maintained well. Some people feel the whole corridor is not visually appealing. Burned out and abandoned buildings, panhandling areas, trailer parks, and motels were also cited as unattractive aspects. When asked what other commercial corridors in other cities that people like, Mill Creek was most highly cited followed by Snohomish, Edmonds, Arlington, Redmond, and Lynnwood.

Commissioner Andes pointed out that the key to some of those commercial corridors is that they actually have a downtown. He also pointed out that Mill Creek was completely built from the ground up as a planned community, not redeveloped. Ms. Gemmer agreed, but commented there might be aspects of it that could be incorporated. Planning Manager Holland added that if the City puts in money to the downtown area to make it attractive, it might create the momentum needed to revitalize the area. There is an opportunity to incorporate new development in the south end. Commissioner Andes asked if the City would reconsider the existing plans based on the responses from the community favoring smaller scale development. Planning Manager Holland affirmed that staff is planning on looking at those plans again. Community Development Director Koenig commented that there might be different-sized buildings in different areas on the corridor.

The corridor features people find most desirable include quality, diverse retail options, walkability and pedestrian amenities, quality and diverse dining options, well-maintained and clean, inviting atmosphere, and a welcoming small town charm. Improvements that would make living along State Avenue more attractive would include more attractive storefronts, maintaining what is already there, reducing crime and social problems, better pedestrian amenities and walkability, more landscaping and better landscaping maintenance, and better traffic management and signal synchronization. Opportunities for recreational space include the Ebey Waterfront Park expansion/Ebey Slough; trails in various locations, small parks interspersed throughout the community, and expanded uses at Comeford Park/Spray Park/Ken Baxter Community Center.

People generally travel within the State Avenue Corridors by using a personal vehicle; walking/running; carpool/vanpools; bicycle; and bus/transit. The majority of people think that opportunities for transit and pedestrians along State Avenue should be improved. The most desired transit and pedestrian improvements include: improved sidewalks and trails; bus pull outs/fewer traffic disruptions; reduced crime and transit

presence/enhanced safety; bus shelters/covered seating areas; improved commuter and general transit service.

Commissioner Hoen asked who is responsible for the bus stops. Ms. Gemmer explained Community Transit is responsible for those. Commissioner Hoen commented that many of those stops have no shelter and are just trampled spots of grass with a pole. Planning Manager Holland agreed and explained that there is not necessarily right of way behind the sidewalk where you could put in a weather-covered facility. It's more common to see a pole with a couple seats on it. Community Transit would have to acquire property in order to put in the weather-covered areas. He pointed out, however, that over the last ten years Community Transit has been more responsive to requests for development proposals.

Land uses that people would like to see near transit stops include: covered shelters with adequate seating; coffee shops/cafes/restaurants; bus pull outs/ traffic flow measures, pedestrian connections and enhanced walkability, and better lighting. Ms. Gemmer reviewed the proposed changes in Community Transit Swift Service. Potential locations include the intersections of State Avenue/Smokey Point Boulevard and: 1<sup>st</sup> Street, Grove Street, 84<sup>th</sup> Street, 100<sup>th</sup> Street, 116<sup>th</sup> Street, 128<sup>th</sup> Street, 156<sup>th</sup> Street, and 164<sup>th</sup> Street.

Planning Manager Holland explained how the Swift buses operate to provide very rapid service. Chair Leifer asked if the cost of bus tickets covers the cost of operations. Community Development Director Koenig replied that they are all subsidized from sales tax. He noted that with the latest bond that passed there will be some expanded service in Marysville. There will also be a Swift line that serves as an east-west connection to Boeing. Community Transit expects that with the expanded service which will provide service for a larger part of the day that transit will be available in the City. This is expected to increase their ridership by 40%. He offered to have Community Transit come explain their new service. There was consensus among the Planning Commission that this would be beneficial.

Associate Planner Gemmer reviewed the Community Transit service expansion plans. They will be seeking community input, but two new routes are proposed. One will provide connection from Lake Stevens to Tulalip/ QuilCeda Village. The other will provide connectivity from Lake Stevens to Snohomish to Cathcart and Mariner & Ash Way. Hours on certain routes will be expanded and additional stops may be added.

Planning Manager Holland discussed current and future transportation improvements:

- State Avenue widening (116<sup>th</sup> to 136<sup>th</sup> Street) - This is almost complete.
- State Avenue widening (100<sup>th</sup> to 116<sup>th</sup> Street NE) - The City is actively pursuing funds. Crossing of QuilCeda Creek will be a challenge.



- SR 529 and I-5 Interchange – This has been funded in the State Transportation Tax. Recently the state legislature has combined this project with an additional lane from Everett into Marysville. Commissioner Hoen asked if they will be expanding the freeway. Planning Manager Holland replied that they will be restriping to create a new lane.
- First Street Bypass – The City is actively seeking acquisition of property to make this happen. 1<sup>st</sup> Street improvements would improve pedestrian and traffic safety, reduce stormwater and beautify the corridor from State Avenue to Cedar Avenue.
- Grove Street Pedestrian and Bicycle Improvements – This should be moving forward soon. This is on Grove Street between State Avenue and Cedar Avenue.
- Marshall Elementary Safe Routes to Schools (116th Street NE) – This is a funded project which will do sidewalk improvements all the way from a little east of Marshall Elementary all the way to State Avenue. The City will install curb, gutter, and sidewalks to give kids a safe way to get to school. It is funded in part by the WSDOT Safe Routes to School and the Transportation Benefit District. Commissioner Hoen commented on challenges with parked cars waiting to pick up kids which forces other drivers into the other lane. Chris Holland commented they are working with the school district to try to implement a new route for parents to pick up kids. They have implemented that, but parents don't like to wait in line. He noted that when the school in Tulalip was closed and those kids moved to Marshall it created a tremendous increase in traffic in that area. The City is constantly monitoring this and trying to come up with new solutions.
- 3rd Street and 1st Street Improvements – The City received funds from DOE for these improvements, which include LID Stormwater improvements.
- SR 528 Pedestrian Signal – This is funded by CDBG Funds and will be a signalized pedestrian crossing to Asbury Field across 528. The City will construct a High-Intensity Activated Crosswalk (HAWK) pedestrian signal on SR 528 between State Avenue and 47<sup>th</sup> Avenue NE.
- Pedestrian and Bicycle Improvements in Comprehensive Plan – This will allow the city to fill in the gaps and complete sidewalks and pedestrian connections along State Avenue and along major roadways that intersect with State Avenue.

Commissioner Smith referred to flashing yellow lights she noticed tonight at a pedestrian crossing on Grove. She asked if there will be more of those. Planning Manager Holland explained that there will be more added as well as other traffic calming measures. He offered to have Public Works provide a description of what they are doing.

Commissioner Smith asked how many pedestrian accidents there are where the pedestrian is actually in the crosswalk. Planning Manager Holland said he would find out and bring that information back.

Commissioner Hoen commented that one of the slides said people appreciate the ease of travel on State Avenue. That is not consistent with what he heard in the public meeting. Planning Manager Holland stated that the people who commented may be commuters to Seattle, or Bellevue, so State Avenue is relatively an easy corridor to travel comparatively..

Commissioner Hoen then asked what Chair Leifer had stated in a previous meeting would be a good bypass for State Avenue. Chair Leifer noted that he had been talking about 51<sup>st</sup> Street. He explained that the Planning Commission had its ideas shot down by the consultants, but he still believes this is a good idea. He recommended making 51<sup>st</sup> a five-lane boulevard to get people away from State Avenue and 67<sup>th</sup> and get them down to the south end of town. This would be one of the easiest routes to expand of any of the routes in the City as far as north-south corridors. He thinks the City is missing out on a great opportunity to get people in and out of town. He believes the traffic experts are wrong on this and not paying attention to what is really happening on the ground.

Community Development Director Koenig offered to have Public Works come in to discuss this. Chair Leifer indicated he would appreciate that.

Community Development Director Koenig explained that an additional project on 156<sup>th</sup> is being planned because of a behavioral health hospital that is being planned.

Chair Leifer asked if there are still plans to tie 156<sup>th</sup> to 152<sup>nd</sup> at 51<sup>st</sup>. Planning Manager Holland replied that it will be a little west of 51<sup>st</sup>, but it will tie in.

Commissioner Hoen asked what kind of plans Marysville has to make the I-5/529 Interchange a welcoming portal to Marysville. CD Director Koenig said this is part of the consideration in the waterfront park discussions. There is a proposal for a building there that would be a couple stories tall so you could see it from the new bridge. The City is also acquiring property on the south side as well as doing park improvements in that area. Commissioner Hoen recommended a *Welcome to Marysville* monument or Structure. CD Director Koenig commented that would probably be part of the development of the waterfront park. There is nothing finalized at this point though. He agreed that this will be very important.

Commissioner Hoen commented that the higher-priced houses near him have been purchased by people who have been squeezed out of the price range in Mill Creek. CD Director Koenig commented that staff is also following this trend. Marysville is one of the few areas in the region that still has land available for single-family homes. There was discussion about the high housing prices in the region. He commented that Marysville has over 500 lots in various stages of development in the City. He commented that there is also a significant number of plats that are about to expire, but it is unclear yet what will happen to those plats.

Chair Leifer noted that State Avenue used to be Old Highway 99 within the city limits of Marysville. He asked how this changed and where the official start and stop of State Avenue/ Smokey Point Blvd is now. Planning Manager Holland said it is 136<sup>th</sup>. Commissioner Hoen noted there is a brown Smokey Point Boulevard sign at 116<sup>th</sup>.

#### B. Lakewood Master Plan – DRAFT Design Standards

Planning Manager Holland reviewed the draft design standards for the Lakewood Master Plan. He discussed the purpose and intent of the design standards. He explained the design standards would build upon the existing design standards currently implemented in the City. He highlighted the changes to the Residential Design Standards and Commercial Design Standards as contained in the PowerPoint presentation provided and solicited feedback from the Planning Commission.

Chair Leifer asked if the separation standard between the high groundwater table and the bottom of a detention facility would change with adoption of the 2012 Western Washington Stormwater Management Manual. Planning Manager Holland replied the City changed it to from the five feet required in the Manual to three feet, but commented that he was uncertain if that would change with adoption of the new manual. Public Works will be bringing that to Planning Commission for vetting purposes. Chair Leifer asked if the City would be trying to circumvent those regulations again. Planning Manager Holland indicated he wasn't sure, but offered to look into it.

Planning Manager Holland summarized that the most significant proposal is the design around the connectivity. He pointed out that the standards would be written up for administrative exceptions so that each site can be looked at individually.

Commissioner Andes asked about revisiting the rules relating to Mixed Use because the Planning Commission had previously recommended limits on business percentages allowed on the first floor. Planning Manager Holland didn't recall anything in the design standards limiting the percentage other than the 88<sup>th</sup> Street Mixed Use which is not citywide. He said he would research and provide clarification to the Planning Commission.

Chair Leifer asked if the Mixed Use Zone would allow a five-story building. Planning Manager Holland replied it would only be allowed in the downtown area. The rest of the Mixed Use Zone would only allow four-story.

### **CITY COUNCIL AGENDA ITEMS AND MINUTES**

Director Koenig had the following comments:

- He stated that Parks Director Ballew would be interested in comments on the Parks plan. Commissioner Smith asked about a joint meeting between the Parks Department and Planning Commission. Director Koenig indicated he would look into that.

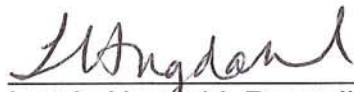
- The City Council will be putting out a scientific survey to find out how residents feel about services in the City.
- Doug Van Gelder has been hired as a replacement engineer for Shawn Smith.

## ADJOURNMENT

**Motion** made by Commissioner Smith, seconded by Commissioner Hoen, to adjourn the meeting at 9:31 p.m. **Motion** passed unanimously.

## NEXT MEETING:

April 12, 2016 – Lakewood Neighborhood Master Plan & Design Standards



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Laurie Hugaahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

**May 10, 2016**

**7:00 p.m.**

**City Hall**

## **CALL TO ORDER**

Chair Leifer called the May 10, 2016 meeting to order at 7:00 p.m.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards,

**Staff:** Planning Manager Chris Holland, Community Development Director Dave Koenig, City Engineer Jeff Laycock, Traffic Engineer Jesse Hannahs

**Absent:** Tom Thetford (excused)

## **APPROVAL OF MINUTES**

### April 26, 2016 Planning Commission Minutes

**Motion** made by Commissioner Smith, seconded by Commissioner Richards, to approve the April 26, 2016 Planning Commission Meeting Minutes as presented.

**Motion** passed unanimously (5-0).

## **AUDIENCE PARTICIPATION**

None

## **NEW BUSINESS**

A. Information – Traffic Calming and Rectangular Rapid Flash Beacon (RRFB)

Traffic Engineer Jesse Hannahs responded to the March 22 Planning Commission meeting questions regarding Rectangular Rapid Flashing Beacons (RRFB), Pedestrian

Collisions and Traffic Calming as described in his memo to the Planning Commission dated May 4, 2016.

B. Information – 51<sup>st</sup> Avenue NE (3-lane vs. 5-lane)

City Engineer Jeff Laycock responded to an earlier Planning Commission request for more information about 51<sup>st</sup> Avenue NE Corridor – 3-lane versus 5-lane section. He explained that five lanes would be significantly more expensive than three lanes. It could double or even triple the cost due to the proximity of structures to the road, driveways, the need to purchase additional right-of-way, reconstruction costs of 3-lane to 5-lane road, and critical area impacts. Additionally, 51<sup>st</sup> Avenue NE is planned to be the City's primary north-south bicycle route with dedicated bicycle lanes and adequate sidewalks. Widening to 5-lanes will minimize safety for bicyclists and pedestrians. He noted that the 2015 Transportation Update evaluated the 51<sup>st</sup> Avenue NE corridor and determined that the 3-lane section has sufficient capacity beyond the planning year identified in the document.

Chair Leifer expressed concern about the impact of the trains on the east-west transportation plans. City Engineer Laycock acknowledged that the trains are an issue, and discussed preferred locations for an undercrossing and an overcrossing. Grove Street is a preferred location for an overcrossing, but it comes at a pretty significant cost of about \$22 million. Chair Leifer commented that the cost for that one crossing is almost half of the cost of the 51<sup>st</sup> corridor from the airport to 1<sup>st</sup> Avenue.

Chair Leifer noted that Highway 9 started being an unlimited access freeway and is becoming a calmed down corridor where people will be driving about 35 mph for the most part. He agrees with the idea of getting east-west mobility for traffic to go across the valley, but he questions whether a lot of the people that want to go south towards Lynnwood or Seattle will head toward Highway 9. He thinks they will want to get onto the freeway but traffic is all backed up going that direction because of the railroad problem. It's not going to be effective without several crossings from Grove to Smokey Point. He commented that the fact all these projects cost money and have drawbacks is a given. He stated the question really should be what ultimately is going to be the best system to transport people out of town via I-5, either south or north. He said he didn't think the east-west enhancement program is going to solve the problems because of issues with Highway 9 and issues crossing the tracks.

Mr. Laycock commented that a lot of money is being provided for at-grade rail crossings so he thinks the chances of getting funding for those larger overcrossing projects like Grove are good. Staff has evaluated 88<sup>th</sup> Street every way they can, but there are many constrictions. Traffic Engineer Jesse Hannahs reviewed the three planned locations providing east-west connectivity. City Engineer Laycock continued to explain that the City needs to focus on completion of north-south improvements and direct attention to the improvements on WSDOT highways. These projects include: completion of State Avenue from 100<sup>th</sup> to 116<sup>th</sup>, completion of intersection capacity projects at State Avenue & 88<sup>th</sup> Street NE and State Avenue and 116<sup>th</sup> Street NE intersections. Improvements in the form of new ramps at SR 529, a SPUI at 116<sup>th</sup>, 88<sup>th</sup> Street NE and 156<sup>th</sup> Street NE

will facilitate improved access to and from I-5. SR 9 access and recent improvements include over \$300 M in investment through Snohomish County. This includes the new roundabout at SR 531, 84<sup>th</sup> Street NE, and widening from SR 92 to Soper Hill Road. City will continue to work with WSDOT on improvements to SR 9 to accommodate future traffic projections.

Commissioner Andes asked why a crossing at 1<sup>st</sup> hadn't been considered. Staff explained that it had been studied, but there were some issues with plans to redevelop that area.

Chair Leifer summarized that the likelihood of any substantial improvements over the railroad other than possibly Grove is very unlikely. Jesse Hannahs agreed that Grove was the most feasible and cost-effective. All of the other locations had significant costs and impacts. Chair Leifer recalled state plans to build an interchange up and over the railroad on his family's property when he was a child that never materialized. He commented this is the type of solution that is needed in about three places between Grove and 136<sup>th</sup>, if crossing over the railroad from State Avenue to I-5 is going to be an adequate solution.

Commissioner Andes asked if the City is planning on doing a flyover over the freeway as well. Mr. Laycock replied he has looked at that, but for now it is not an option.

#### C. Code Amendment – Marijuana Regulations

Planning Manager Chris Holland explained that marijuana regulations continue to change. In July the medical and recreational marijuana regulations will be regulated under I-502. As a result, amendments were recommended to the public nuisance code, definitions to simply reference as defined in state law, including new definitions for "marijuana," "marijuana concentrates," and "marijuana cooperative" and amendments to the permitted use matrix showing that marijuana cooperatives are not a permitted use.

Planning Manager Holland indicated that he would bring this back for a public hearing in June and then, if approved, it would go to Council in July.

### **OLD BUSINESS**

#### A. Lakewood Neighborhood Master Plan & Design Regulations

Planning Manager Holland made a PowerPoint presentation on the Lakewood Neighborhood Master Plan and Design Regulations. He discussed the purpose, the assets of the area, land capacity statistics, and zoning. He explained the Lakewood Vision focuses on three major topics: transportation improvements, utility infrastructure, and Urban Design Guidelines. Details about the following transportation improvements were also discussed:

- 172<sup>nd</sup> Street NE Improvements

- 169<sup>th</sup> Street NE Connection – from new roundabout at 172<sup>nd</sup> Street NE and 23<sup>rd</sup> Avenue NE to 27<sup>th</sup> Avenue NE
- Intersection at 172<sup>nd</sup> Street NE and 27<sup>th</sup> Avenue NE
- 156<sup>th</sup> Street NE Interchange
- 172<sup>nd</sup> Improvements – 19<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE
- 172<sup>nd</sup> Improvements – 16<sup>th</sup> Drive NE to 19<sup>th</sup> Avenue NE
- 172<sup>nd</sup> Improvements – 13<sup>th</sup> Avenue NE to 16<sup>th</sup> Drive NE
- 172<sup>nd</sup> Improvements – 11<sup>th</sup> Avenue NE to 13<sup>th</sup> Avenue NE
- Neighborhood Roadway Network – 174<sup>th</sup> Street NE, 176<sup>th</sup> Street NE, 23<sup>rd</sup>/25<sup>th</sup> Avenue NE, 19<sup>th</sup> Avenue NE, 27<sup>th</sup> Avenue SE, 23<sup>rd</sup> Avenue NE, 19<sup>th</sup> Avenue NE/169<sup>th</sup> Street NE, 25<sup>th</sup>/27<sup>th</sup> Avenue NE, 156<sup>th</sup> Street NE and Interchange, 156<sup>th</sup> Street NE Multiuse Connection to Centennial Trail, Twin Lakes Avenue, 156<sup>th</sup> /Twin Lakes Avenue
- Neighborhood Roadway Network – new road section with bike lanes (Option 1 with LID and Option 2 without LID)

Planning Manager Holland explained that many of the improvement projects are eligible for credits towards traffic impact fees, including engineering and construction. These include: 19<sup>th</sup> Avenue NE/169<sup>th</sup> Place NE, 23<sup>rd</sup> Avenue NE, 25<sup>th</sup>/27<sup>th</sup> Avenue NE, 27<sup>th</sup> Avenue Extension, 27<sup>th</sup> Avenue NE, 156<sup>th</sup> Street NE Interchange, 156<sup>th</sup> Street and 27<sup>th</sup> Avenue NE, 156<sup>th</sup> Street NE, 172<sup>nd</sup> Street NE and 19<sup>th</sup> Avenue NE, and 172<sup>nd</sup> Street NE. Also included in the Plan are proposed bicycle and pedestrian networks. He then reviewed the proposed utilities improvements within the Lakewood Neighborhood for sewer, water, and stormwater, explaining the limitations of each.

The Urban Design Guidelines build upon existing design standards outlined in the MMC. They require pedestrian and bicycle connections. There are guidelines for properties facing parks, trails and open space. The guidelines provide for “Lakewood Community Overlay” areas encouraging adaptive reuse of existing buildings over time to maintain a rural crossroad character. It requires buildings to orient to the human-scale local streets, provides for Pedestrian-Oriented Public Areas Designations, high quality common open space with new multi-family development, and comfortable pedestrian routes that connect Lakewood-wide “active transportation” network. Commercial buildings will be required to provide a well-defined streetscape, have pedestrian-oriented facades, weather protection over building entries, pedestrian sidewalks required between parking lots and storefronts. Smaller building elements would be required near the entry of large buildings in order to maintain human scale. It also requires detail elements such as decorative use of windows and change in materials. The emphasis is to build on existing character and to have active ground floors on specific street segments.

Planning Manager Holland summarized that the Draft Plan and Design Guidelines were released in April for public review and comment. No public comments have been received, but staff is expecting some back soon. Comments from city staff will be incorporated. The Department of Commerce has this for 60-day review until June. The Plan and presentations can be accessed on the city website. A Planning Commission



hearing will be held on June 14<sup>th</sup> or June 28. The City Council will hold a workshop and meeting on this in July.

Chair Leifer asked if the zoning in the area is pretty much where it ought to be. Planning Manager Holland stated yes, but there is a concern that the mixed use seems to be getting more multi-family only instead of true mixed uses. However, this acts as a transition area from General Commercial near the freeway to the multi-family/mixed use. The densities are pretty high and complement what is already out there. Chair Leifer asked if the zone changes would be automatically incorporated or if they would have to go through the Comp Plan amendment process. Planning Manager Holland replied that a change in land use doesn't seem to be warranted at this time. What is being discussed is consistent with what was adopted in the 2015 update. If any changes to land use are desired those would best be done in the annual update.

Commission Hoen asked about Arlington's plans to expand 172<sup>nd</sup> between the Wal-Mart and the airport. Planning Manager Holland replied that the state has been collecting impact fees and has a plan for that. He wasn't sure of the details. Commissioner Hoen commented that it wasn't consistent with what is going to happen on the other side of the freeway. Planning Manager Holland noted that the City of Arlington had approached the City about utilizing what Marysville has put together for this area.

Community Development Director Koenig thanked Planning Manager Holland for his work on this. He also noted that Brandon Whitaker was appointed to the Planning Commission last night by the City Council. He reviewed his background and experience.


## CITY COUNCIL AGENDA ITEMS AND MINUTES

### ADJOURNMENT

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to adjourn the meeting at 8:56 p.m. **Motion** passed unanimously.

### NEXT MEETING:

May 24, 2016

  
 Chris Holland, Planning Manager, for Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

**September 13, 2016**

**7:00 p.m.**

**City Hall**

## **CALL TO ORDER**

Chair Leifer called the September 13, 2016 meeting to order at 7:00 p.m.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Kelly Richards<sup>1</sup>, Jerry Andes, Kay Smith, Tom Thetford, Brandon Whitaker

**Staff:** Planning Manager Chris Holland, NPDES Coordinator Brooke Ensor

**Absent:** None

## **APPROVAL OF MINUTES**

### **July 26, 2016 Planning Commission Minutes**

**Motion** made by Commissioner Smith, seconded by Commissioner Andes, to approve the July 26, 2016 Meeting Minutes.

Commissioners Hoen and Thetford abstained as they were not present at the meeting.

**Motion** passed unanimously (4-0).

## **AUDIENCE PARTICIPATION**

### **NEW BUSINESS**

#### **Low Impact Development (LID) – Code Amendments**

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<sup>1</sup> Commissioner Richards arrived at 7:03 p.m.

NPDES Coordinator Brooke Ensor gave an overview of permit requirements, reviewed the process, gave a summary of proposed changes, and discussed implementation considerations as described in the PowerPoint presentation handout.

Commissioner Whitaker asked how many staff members are devoted to implementing the NPDES permit. Ms. Ensor replied that there are about five people. Commissioner Whitaker asked if staff foresees any potential sampling requirements coming our way. Ms. Ensor replied they are just starting the 2018 NPDES discussions. The City currently does fecal bacteria testing and testing as needed for illicit connections. One of the things that might potentially be added is a source control inspection. The City has been doing some of these through a grant with Ecology and in partnership with the Health District. Commissioner Whitaker asked if the City has pursued any additional grants. Ms. Ensor replied they have gotten quite a few. Chris Holland added that 3<sup>rd</sup> Street LID Improvements from State Avenue to 47<sup>th</sup> is one grant; another grant is for 1<sup>st</sup> Street LID improvements.

Commissioner Whitaker asked about the letter from Puget Sound Keeper Alliance. Ms. Ensor replied the first one appeared to be a form letter. The second one indicated they were concerned about the process, but the City hadn't begun work yet so Puget Sound Keeper Alliance hadn't actually seen the City's codes. She stated that the City is following the process and topic review that has been laid out by Ecology.

Commissioner Thetford referred to the last slide regarding training staff and asked about the "different standards". Ms. Ensor explained that this refers to the new 2012 Stormwater Manual.

Commissioner Andes noted that it appears that there will be additional time and expense for developers. He asked about feedback the City has received from developers. Ms. Ensor replied in some situations it might raise costs, but in some situations it might reduce costs. She noted they are already seeing a lot of LID development going in so she wasn't sure if there would be much of an impact. Chris Holland stated that the feedback he has been getting from several clients who have come in after Council approved the Ordinance on the subdivision extensions is that they want to go through the process right away to make sure that they are still under the old code. He added that staff would like feedback on the proposal to remove the incentive for LID's. Commissioner Andes suggested that any incentives they might give someone could offset the costs to achieve the standard.

Chair Leifer noted that part of the implementation process for the new 2012 requirements is to get input from public. He asked how this would happen. Ms. Ensor replied that this meeting is part of that process. Additionally, they are soliciting public input on the proposed code changes. The 2012 Stormwater Manual comments have been closed for a while. Chair Leifer asked about options the City has besides adopting the 2012 Manual. Ms. Ensor replied that if they wanted to adopt one of the Phase 1 manuals, they could, but Ecology will only issue equivalency for the Phase 1's. The City has stuck with the 2012 Manual because it is really similar to what the City is already implementing. There are some gaps that Ecology doesn't address, so the City has tried

to include those in the City's code. As an example, she discussed separation requirements with regard to permeable pavement.

Chair Leifer expressed concern that the kind of interpretation Ms. Ensor described for separation requirements would seriously impact the cost to developers and owners in the Manufacturing Industrial Center. Ms. Ensor explained that is a big reason they have been doing regional detention work is so there is a lot of capacity for that industrial area. Chair Leifer expressed concern and stated it is imperative that the City gets comments on this and that the Planning Commission get involved in this. Chris Holland stated that all of the proposed code amendments are up for review right now. The amendments that the Planning Commission has authority to review and make recommendations to Council on is for the amendments to Title 22. Changes to Title 14 or the Engineers Design and Development Standards is Council's review and decision authority. He added that they are all available online and staff will be required to address any comments or concerns. The Planning Commission is welcome to submit comments to the Council.

Chair Leifer expressed concerns regarding any new requirements related to stormwater separation requirements for the high groundwater and that it appears that the mound cannot penetrate the reservoir. Ms. Ensor noted that is something they have been talking about internally and have discussed it with the Ecology engineers because this is one of the gaps they found in the Manual. What staff was able to determine was that the intent was that the mound could reach your facility bottom, but the most important thing was to make sure that your draw down time on the facility was not exceeded. This section has been updated with that in mind. Chair Leifer said he hoped they could get that particular issue resolved because it is really critical.

Chair Leifer expressed concern about a conflict with the landscape code. He stated they need to look at the type of plantings they are calling out in the landscape code and make sure they are the right kind of shrubs and trees that won't impact the drainage system. Planning Manager Holland stated that the particular plants aren't outlined in the code, just the categories of buffers and number and spacing of plants, shrubs and groundcover. He thought the landscape code would fall under the review of the Planning Commission so that could be addressed in the future. As far as the other parts of the code the commissioners should provide comments on their own. He stated it would fall upon the landscape architects to make decisions that wouldn't negatively impact the development. Ms. Ensor stated that Ecology has come out with a Recommended Tree List which is weighted more toward conifers for several reasons.

Planning Manager Holland asked the Planning Commission to send back any questions or comments they have before the next meeting, so that staff has adequate time to research and provide answers.

## **OLD BUSINESS**

Lakewood Master Plan – Future Road Connections (PowerPoint Presentation)

Planning Manager Holland stated that staff has reviewed the comments submitted by Land Technologies. He reviewed planned connector roads in that area.

Commissioner Thetford asked if everything east of the Burlington-Northern tracks is Tulalip property. Planning Manager Holland stated that it is mostly private ownerships, but the Tribes bought the plant farm. Commissioner Thetford asked why they wouldn't build an access on the west side and not have the overcrossing issue. Planning Manager Holland noted that all of that area is outside of the City's Urban Growth Area within unincorporated Snohomish County and is zoned rural, with a RUTA (Rural Urban Transition Area), overlay, however, Snohomish County recently rescinded the RUTA overlay.

Staff will be looking for recommendations from the Planning Commission on connections. Land Technologies discussed all the difficulties constructing connection number 3 identified on the map because of the difficulties getting through the tribal properties. The letter proposed two alternate routes that they feel would be more likely to succeed. Staff is in support of the No. 1 and 2 road connections with the 156<sup>th</sup> overpass and utilizing the existing roads at 19<sup>th</sup>, 23<sup>rd</sup>, and the extension of 156<sup>th</sup> out to the 45 Road as well as utilizing Twin Lakes Avenue for a potential additional future connection over the railroad in the future, if necessary. Staff supports elimination of the No. 3 concept.

Commissioner Richards noted that there is an interstate on ramp but no off ramp on the other side shown on the map. Planning Manager Holland noted it would be a full interchange, but it just wasn't all shown there.

Chair Leifer reiterated he has been following this issue for a long time. He expressed concerns that the Planning Commission should get the best possible configuration possible before they send it on. They need to look to the future and coordinate as best as they can with other jurisdictions and other cities. He said he has come up with some additional options that he would like to be considered by staff and the Planning Commission. He distributed a drawing showing those options. He stated his drawing incorporates the three sets of options that Merle Ash brought up. Option 1 represents the north-south corridor on the west side of the railroad. Option 2 is a north-south corridor on the east side of the railroad in the city limits. He reviewed his options in detail explaining why they should be considered.

He said he reviewed the City of Marysville Lakewood BNSF Railroad Overcrossing Project study done by Berger-Abam in 2006. In that study, the crossing No. 3 over the rail was about a \$19-23 million project just for the bridge which makes it unfeasible. The almost perpendicular crossing at 156<sup>th</sup> is much cheaper. When he looked back there were about twelve alternatives, and all of them were dropped except three. One of those was the overpass which wasn't there when this study was done, but it is there now. The conclusion was that a crossing directly over 156<sup>th</sup>, along with the I-5 interchange and existing right-of-ways being designated as an integral part of the project, would make the most sense. This would accommodate traffic from one side of the tracks to the other and facilitate regional traffic. He stressed the need to coordinate

not just what is going on immediately within city limits, but also what is going on around us so that roads are continuous and make sense for the greater community. He commented that it seems like the configuration (blue #2) makes the most sense.<sup>2</sup>

Planning Manager Holland requested that Chair Leifer send him a PDF of his map. He said he agreed with the ideas presented by Chair Leifer, but added that an issue with this is that everything along the BNSF frontage roads is a dam, and it has created a wetland along that corridor. He indicated he would take this back to staff and get their input on this. Chair Leifer recommended dredging the creek to make it a good waterway for the fish and enhance it.

Commissioner Thetford asked if it is anticipated that that corridor would be the sewer line route. Planning Manager Holland replied that it is. Commissioner Thetford commented that if the City uses the appropriate backfill when they build the sewer line they would take out some of the bad soils and replace them with good ones. Planning Manager Holland stated that the City would likely be doing a temporary impact permit so they would restore it to native conditions. He agreed that it would be good to line up the road and the sewer, but the timing is dependent on development.

Chair Leifer asked about wetland mitigation. Planning Manager Holland explained that the wetlands were easier to deal with, but the creek issue would be the biggest challenge. Chair Leifer asked about setbacks. Planning Manager Holland replied that it would be a 150-foot setback. Chair Leifer noted that this could create a nice separation from the railroad if they lift the creek and have a 150-foot setback. If that obstacle can be overcome this would be a good plan.

Commissioner Hoen stated that the new overpass at 156<sup>th</sup> was intended to reduce traffic in the Lakewood area, but this proposal eliminates that benefit. You can't get to that shopping center without going to the 172<sup>nd</sup> exit and back over again. Chair Leifer clarified that if you wanted to get off the freeway and go to the shopping center at 156<sup>th</sup>, under this proposal you would hit the loop road which would go across and eventually right into the south end of the shopping center.

Planning Manager Holland indicated he would bring Public Works back to an upcoming meeting for more discussion on this.

Commissioner Andes requested that staff add the on and off ramps at 156<sup>th</sup> to the map staff prepared. He expressed concern about how Twin Lakes Blvd. would be affected. Planning Manager Holland stated that he believed the intent is to keep Twin Lakes Blvd. open.

Chair Leifer asked if they are getting closer to timeline of construction for the 156<sup>th</sup> Street and I-5 interchange. Planning Manager Holland replied not that he was aware of, but said he could have Public Works staff respond to that next time.

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<sup>2</sup> Commissioner Richards left at 8:20 p.m. due to family obligations.

Commissioner Hoen referred to the new development at 116<sup>th</sup>. He recalled that the Commission had asked why they couldn't extend the drop lane on 116<sup>th</sup> eastbound when it gets to State Avenue and the answer they got was that it was tribal land. He stated that it goes to the end of the new construction that is going on. It doesn't look to him like the tribal land is anywhere between the end of the turn lane and the new construction. Planning Manager Holland reviewed this area on the map and indicated they would need additional right-of-way from the tribes to extend the lane. Commissioner Hoen stated that if the lane could be extended it could clear a lot of traffic.

Planning Manager Holland stated that there would be a public hearing at the next meeting for the proposed LID code amendments.

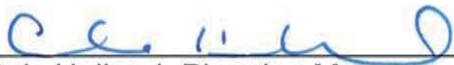
## **CITY COUNCIL AGENDA ITEMS AND MINUTES**

### **ADJOURNMENT**

**Motion** made by Commissioner Smith, seconded by Commissioner Thetford, to adjourn the meeting at 8:51 p.m. **Motion** passed unanimously.

### **NEXT MEETING:**

September 27, 2016



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Chris Holland, Planning Manager, for  
Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

September 27, 2016

7:00 p.m.

City Hall

## CALL TO ORDER

Chair Leifer called the September 27, 2016 meeting to order at 7:00 p.m. noting the presence of one person in the audience plus others as noted below:

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards, Brandon Whitaker

**Staff:** Planning Manager Chris Holland, Community Development Director David Koenig, NPDES Coordinator Brooke Ensor, City Engineer Jeff Laycock

**Absent:** Tom Thetford (excused)

## APPROVAL OF MINUTES

### September 13, 2016

Chair Leifer had the following corrections:

- Page 3, 2<sup>nd</sup> full paragraph, second paragraph: add "the" before "mound" in the first sentence.
- Page 4, 1<sup>st</sup> full paragraph, last sentence: RUTA should be Rural Urban **Transition** Area.

He also commented that on page 4, in the second to last paragraph, the last sentence was vague and didn't capture all his comments. He stated that he would be reiterating his comments tonight.

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to approve the September 13, 2016 Meeting Minutes as corrected. **Motion** passed unanimously (6-0).



## AUDIENCE PARTICIPATION

### PUBLIC HEARING

#### Low Impact Development (LID) – Code Amendments

NPDES Coordinator Brooke Ensor noted that she prepared a memo on groundwater separation and groundwater mounding in response to Chair Leifer's questions at the last meeting. She explained that Ecology had clarified what kind of analysis they were expecting. They told staff that they want the groundwater mounding to be analyzed and to make sure that it's not impacting the drawdown time or the infiltration time on facilities. This is the policy that staff will be maintaining. The requirements of separation of groundwater and the bottom of the facility haven't changed substantially in the new version of the Stormwater Manual. In most situations there is actually more flexibility to allow that separation to be only one foot which is in keeping with what the city policy has been. She stated she also created a Ground Water Quick Reference Guide to help with the information.

Chair Leifer referred to Ecology's position that no mounding can go above the bottom of the reservoir. He asked if this is the interpretation the City will be using as well. Ms. Ensor replied it would be the bottom of the facility. She noted it is still the call of hydrogeologist who is running the study to determine whether the measure of safety is reasonable and within the limits of the drawdown time. Chair Leifer referred to the Manufacturing Industrial Center that is under-laden with soils and a high seasonal water table. If interpretations change what can be done there by six inches or a foot it will set off a chain reaction that is going to require a lot more money to be spent for those that would come to the city to build facilities and create jobs. He thinks there is a mix-up in the interpretation. He referred to the WWHM (Western Washington Hydrology Model) which assumes that there is going to be mounding around and adjacent to reservoirs onto the side wall of those trenches. However, if you take the position that no mounding can take place above the bottom of the reservoir, they are exclusive of one another. One of those situations has to be modified. He thinks they should try to interpret it so that a mound can come up around the adjacent levels of the pond so long as it doesn't overtop the pond and the reservoir fill is brought up to the level where you're not going to get the overtopping. He stressed that this is very important to everybody in this community that is hoping for family wage jobs to come here.

Ms. Ensor agreed. She stated that there is some room for flexibility. She noted it depends on the facility type. For a pond or bio swale there are allowances in the Manual. The excess water would just need to be accounted for in the facility. For something like permeable pavement any water coming up would flood the whole facility. Since it depends on what you're designing, the City relies on engineers, hydrogeologists and geologist to run the models. She explained that the comment period for this round of the Manual is closed, but any issues can be incorporated in the next draft. She spoke to the importance of following what the Manual says to protect against things being perpetually flooded.

Chair Leifer commented that you have to prove that you can't infiltrate or do Low Impact Development before you can go back to conventional. He commented on the high expense of proving this. He asked if the City has any discretion to say something like, "If you can't infiltrate at least 50% (or some other number), you can do conventional." Ms. Ensor replied there is some discretion at the city level and the design level. Smaller projects trigger a list of 5 minimum requirements. Bigger projects will trigger a list of 9 minimum Low Impact Best Management Practices which they are required to do if feasible. You go through the list until you find one that is feasible. The designer can either choose to go through the list or do Ecology's Low Impact Development modeling criteria. This allows some flexibility to mix and match approaches. Planning Manager Holland summarized that any subdivision would be required to go through 1 through 9. An existing lot in the city that would like to construct a single-family residence would not. Chair Leifer thanked Ms. Ensor for her work.

Planning Manager Holland then reviewed the minor proposed code amendments in Title 22 included in Exhibit A. These include amendments to "P" definitions, amendments to the Landscaping – Amendment referencing the soils identified in the Stormwater Management Manual, and amendments to the Development Standards related to the parking code to amend requirements related to curbs as a result of LID and allowing pervious pavement for pedestrian access and circulation areas.

Chair Leifer asked if the soil amendments were more restrictive or less restrictive. Ms. Ensor replied that the Stormwater Manual has three or four different ways to meet the requirements. It could be as simple as stockpiling soil onsite and reutilizing it once you're done. Planning Manager Holland commented that this is what is generally seen on projects anyway.

Planning Manager Holland then explained the proposal to eliminate the density bonus for Low Impact Development was excluded so it is still allowed. He commented that no one has taken advantage of anything in Chapter 22C.260 since it was introduced in 2008, so the recommendation is to repeal this section of the code and transfer the relevant sections to Chapter 14.15.

The hearing was opened at 7:28 p.m. and solicited public testimony. There was none. The hearing was closed at 7:29 p.m.

**Motion** made by Commissioner Richards, seconded by Commissioner Smith, to forward the Low Impact Code Amendments on to Council with a recommendation for approval. **Motion** passed unanimously (6-0).

The Commission thanked Ms. Ensor for her hard work and for providing relevant information.

## OLD BUSINESS

### Lakewood Master Plan – Future Road Connections (PowerPoint)

Planning Manager Holland referred to two letters that had been received regarding road connections. One was from Bailey, Duskin & Peiffle, and one was from Cole & Gilday. He then reviewed the PowerPoint presentation regarding the Lakewood Neighborhood Master Plan proposed road alignments and staff's recommended road alignment. Staff agrees that running the road and sewer up along the railway would be a better fit than providing sewer outside of that. He explained that there are some challenges with critical areas. For the area they are referring to the creek will not be a factor, but there would be permanent impacts to critical areas which would come at an added cost for mitigation as well as extra time. He also discussed what will happen to Twin Lakes Avenue when the single-point urban interchange (SPUI) gets constructed. He explained that at this time it looks like the SPUI will impact that corridor so that Twin Lakes Avenue would likely dead-end in some way. This has not been finalized yet though.

He reviewed staff's recommended road alignment which is proposing to come along Twin Lakes Avenue at some time in the future and then tying down at 136<sup>th</sup> at the signal. It would utilize an east-west roadway from future development, go through property over to 19<sup>th</sup>, and then go north and south. It is proposing a 156<sup>th</sup> Street overcrossing and tying out to the 45 Road. Lastly, it is showing a future road connection along the railroad and tying in around 161<sup>st</sup>. Staff is still proposing a direct line along 23<sup>rd</sup> to maintain connectivity. This provides a great network for the future which staff believes it is desirable.

Commissioner Andes expressed concern about the road alignment of 169<sup>th</sup>. Instead of being in the middle of the property and cutting off 100 feet of property, he asked about changing the road to curve up and go along the property line between the parcels. City Engineer Laycock replied it was possible, but it might leave a very unusable portion of the property. If they go straight through there is a potential to have some developable area with the remaining property. He commented that they try to avoid curving roads as much as possible. There was discussion about options for the road alignment in that area. Planning Manager Holland stressed that these are all just lines on a map and subject to change when development actually occurs.

Commissioner Hoen referred to 169<sup>th</sup> going straight across and noted that in the aerial photograph there appears to be something dividing the property already. Planning Manager Holland reiterated that it would be developer-driven.

Chair Leifer asked if there is any prioritization to the roads in staff's recommendation. He referred to his proposed alignment with items numbered 1-4 and asked if number 4 would be a priority. Planning Manager Holland stated that it wouldn't be an immediate priority, but they want to show it so it is available for 40-50 years from now. The information they have gathered so far shows that it's not doing any real benefit at this time. As we get closer to the funding and construction of the SPUI at 156<sup>th</sup>, the City will be aggressively trying to seek funds to get crossing over the railroad as well. Director

Koenig added that item 4 would be harder to implement because of tribal ownership of the land.

Commissioner Richards asked about a timeframe when we might get the SPUI access to the freeway. Mr. Laycock replied that it looks like it will be around 2030.

Chair Leifer referred to the triangle area and asked about prioritization in constructing the roads. Planning Manager Holland replied that the City would be asking for dedication at a minimum, but they would have to look at specific impacts of each development as it occurs.

Commissioner Richards pointed out that it would behoove Sathers to do the line that they want to get rid of because of critical areas right by the railroad tracks. If the City gets rid of the road so they wouldn't have to mess with it, it may create a different problem for them trying to mitigate that sensitive area.

Chair Leifer commented that he has had discussions with all of the property owners from 172<sup>nd</sup> down to 156<sup>th</sup> and they want to see the right-of-way down the railroad as a priority corridor and also wanted to make it a multi-use corridor so there was not any more property used up than necessary. This is why he was suggesting prioritization. Planning Manager Holland replied there are no roads in the city with any particular prioritization. They are development-based.

Commissioner Whitaker asked about the width of the roads when they are improved or constructed. Planning Manager Holland replied that these would either have a 60 or 75-foot right-of-way. 75-foot ROW would be for allowance of LID stormwater treatment within the ROW. They would be most likely looking at two 11-foot travel lanes with a center turn lane and a multi-use trail on one side.

Chair Leifer asked what would happen if the owners up there wanted to do a development. Planning Manager Holland stated they would review it as any other development applications and see what the impacts are and what the connectivity is.

Commissioner Kelly Richards left the meeting at 8:20 p.m.

Commissioner Andes referred to the street adjacent to the mobile home park and noted that the majority of the east half won't be usable. He commented that this is a large expense for something that won't be used. He thinks it would make more sense to have it in a different location. Planning Manager Holland pointed out that the majority of the roads between 156<sup>th</sup> and 172<sup>nd</sup> are included in the traffic impact fee calculation, therefore, a credit would be given in order to off-set costs of dedication and construction.

Planning Manager Holland stated that staff is hoping to finalize the recommendation and hold workshop on October 25 and a public hearing on November 8. He pointed out that some of the graphics will likely need to be updated prior to the public hearing, but probably won't be updated for the workshop.

Commissioner Smith noted she would be absent at the next meeting.

Chair Leifer expressed appreciation to staff for including his recommendations. He commended their work. He stated that they are basically in agreement on the whole thing except for the extra right-of-way on the east side of the Sather and Sayani properties. He would have one westerly right-of-way and not burden them with that additional property forfeiture. Aside from that, he appreciates the configurations that staff has proposed. Commissioner Andes concurred.

## **CITY COUNCIL AGENDA ITEMS AND MINUTES**

### **ADJOURNMENT**

**Motion** made by Commissioner Smith, seconded by Commissioner Hoen, to adjourn the meeting at 8:32 p.m. **Motion** passed unanimously.

### **NEXT MEETING:**

October 11, 2016

 for  
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Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

October 25, 2016

7:00 p.m.

City Hall

## CALL TO ORDER

Chair Leifer called the October 25, 2016 meeting to order at 7:00 p.m. noting the excused absence of Commissioners Andes and Thetford. He noted that Commissioner Richards had informed them he would be arriving late.

## Roll Call

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Kay Smith, Brandon Whitaker, Kelly Richards<sup>1</sup>

**Staff:** Planning Manager Chris Holland, Community Development Director Dave Koenig

**Absent:** Jerry Andes, Tom Thetford

## APPROVAL OF MINUTES

October 11, 2016

**Motion** made by Commissioner Hoen, seconded by Commissioner Whitaker, to approve the October 11 Meeting Minutes.

Chair Leifer referred to page 3, the first full paragraph, and noted that the second *Lake Stevens* in the first sentence should be corrected to **Lakewood**.

**Motion** passed unanimously (4-0) to approve the minutes as corrected.

## AUDIENCE PARTICIPATION

None

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<sup>1</sup> Commissioner Richards arrived at 7:15 p.m. and left at 8:20 p.m. due to family obligations.

## PUBLIC HEARING

### WSDOT ROW Annexation –Pre-Zone

Chair Leifer opened the hearing at 7:03 p.m. and noted there was no one in the audience. Planning Manager Holland commented that they had received no comments on this item. He stated that staff was seeking a recommendation of approval for the Council.

Commissioner Hoen asked if there were any residences involved in this. Planning Manager Holland replied that there were not.

Public Comment – None

**Motion** made by Commissioner Hoen, seconded by Commissioner Whitaker, to forward this to the City Council with a recommendation for approval. **Motion** passed unanimously (4-0).

The public hearing was closed at 7:06 p.m.

## OLD BUSINESS

### Lakewood Neighborhood Master Plan

Planning Manager Holland commented that the City received a letter today from Bailey, Duskin, and Peiffle regarding the estate of Margaret Hanson. He stated that there are some misconceptions in the comments and noted he has not had a chance to speak to these people yet. There is no overlay within the plan. It just talks about how the areas could function based on proposed developments. Any mixed use zone within the Lakewood area has the same rules and requirements for development as anything along 172<sup>nd</sup> including the Hanson estate. The City is not applying any additional regulations to this property. Any project action would be subject to the Design Guidelines based on the type of use. He clarified that there is nothing in the plan that is more stringent on the Hanson property than any other mixed use parcel in the area. He stated he would be following up with a letter to representatives of this estate explaining that.

Chair Leifer asked how the “Lakewood Community Overlay” verbiage in the Plan might have played into this misunderstanding. Planning Manager Holland explained it just highlights the assets of the area and identifies what *could* happen in the area, not necessarily what *will* happen. Chair Leifer asked if there is any intent to somehow make that area different than the rest of the areas zoned mixed use in the zone from I-5 to 19<sup>th</sup>. Planning Manager Holland replied there is not. He stated that he thinks a simple conversation with the estate will clear up this matter.

Chair Leifer asked about the other letter. Planning Manager Holland stated there was a pre-application today for the Sayani property. As part of the pre-application review, staff

met with them regarding future road alignments. Based on that, they wanted to submit something via email quickly for the Planning Commission's consideration about financing those road improvements. They are not contesting the connectivity; they are just concerned about the cost and would rather participate in some kind of an LID. They also had concerns about the sewer. Planning Manager Holland said he encouraged them to meet with their neighbors to discuss this so they might be able to come to an agreement about how to finance these improvements. He explained to them that the Plan itself is not a financing document. He also informed them that amendments to the Transportation Element will be made to include the arterials within the Lakewood Neighborhood to be on the traffic impact fee calculation. This could result in the possibility of land dedication for right of way that can be credited against traffic impact fees.

Chair Leifer recommended staff talking with the owners of the Hanson property before the Planning Commission takes any action. He commented that the letter regarding the Sayani property had also been received and noted.

Chair Leifer asked if the Level of Service in that area could be problematic for some of the development they are trying to improve the roads for. Planning Manager Holland explained that right now it isn't, but that could change as future development occurs. The acceptable Level of Service of 172<sup>nd</sup> is Level of Service D. Chair Leifer asked how this might impact development in that area. Planning Manager Holland replied that would be up to the traffic engineers to determine. If a development would impact any intersections to a Level of Service that's unacceptable then they need to propose improvements to bring it up to an acceptable Level of Service. Community Development Director Koenig explained that the City could also look at the interchange in anticipation of it being built and factor that into a conditional approval.

Planning Manager Holland presented the Draft Design Guidelines and solicited comments from the Planning Commission. He explained this expands on what is currently in place for the City. The overlay area encourages adaptive reuse of existing building over time to maintain a rural crossroad character. It requires buildings orient to the human-scale local streets. It provides for Pedestrian-Oriented Public Areas Designations, including commercial areas and streets, trails and parks. It requires high-quality common open space for new multi-family development. It requires comfortable pedestrian routes that connect to a Lakewood-wide "active transportation" network.

Commissioner Richards asked if this could open things up for more crime. Planning Manager Holland noted that could be, but more eyes in an area also acts as a deterrent. This also allows police to drive by and be able to see what is going on.

He continued to explain that the guidelines would require commercial buildings to provide a well-defined streetscape; pedestrian oriented facades; weather protection over building entries; pedestrian sidewalks required between parking lots and storefronts; smaller builder elements near the entries of large buildings in order to maintain a human scale; façade modulation and articulation; and detail elements. It



would build on the existing character and would require an active ground floor on specific street sections.

Chair Leifer commented these seem like a regurgitation of what was developed for downtown. Planning Manager Holland agreed that the design regulations expand upon the East Sunnyside-Whiskey Ridge, and Downtown Design Guidelines.

Chair Leifer referred to the letter regarding the estate of Margaret Hanson where they expressed concern about the guidelines being modified at the discretion of the Community Development Director. He asked what the likelihood is of that happening. Planning Manager Holland explained that they would all be reviewed administratively, and no one wants it to go to a design review board.

Director Koenig explained that the discretion of the Community Development Director allows for some flexibility to modify and try different things when it makes more sense. Chair Leifer referred to the letter from Sayani and asked if they would be required to stub sewers through their property so they can be continued on to the north. Director Koenig replied they would look at that and see where the sewer should be and what would be needed for that development. If there are increased costs, such as increased sewer size or water size, those would be credited to their fees.

Planning Manager Holland reviewed the Draft Vehicular Network Map for the Lakewood Neighborhood Master Plan. He noted that these are all concepts, and it really will depend on the development that happens. He also reviewed the Land Technologies Road Connection Proposal, the Leifer Road Connection Proposal, and the Andes Road Connection Proposals

Chair Leifer referred to the Lakewood "Triangle" and noted it allows for sort of a beltway concept with the opportunity to make some lateral connections. He agrees with the idea that all the traffic will be hitting the roundabout at 19<sup>th</sup> and come down the right-of-way along the railroad if they're not going to the shopping center. He also thinks that the people coming south on 23<sup>rd</sup> are going to get off on 19<sup>th</sup> and head down the railroad if they want to get on the freeway or go to over the overpass. Planning Manager Holland replied that the residential people would not be likely to go west to go south. They would just head south. These residential people would mainly be coming from the Wakefield and Vintage complexes. Chair Leifer discussed how he sees potential traffic patterns of drivers and commented that he feels 23<sup>rd</sup> Avenue would be redundant. He also stated that the confluence of the railroad right-of-way arterial and 23<sup>rd</sup> down by the lower end of the property by the mobile home park would create kind of a choke point. He asked if staff has taken a closer look at how that would be resolved. Planning Manager Holland replied that it is likely to be a roundabout at that location.

Chair Leifer summarized that he would be supportive of this road plan if there was a designation on the section south of 169<sup>th</sup> on 23<sup>rd</sup> to allow access to the property owners there on the basis of a collector arterial based on what he thinks will actually happen with that section of road. He agrees that Wakefield and that development will use it, but doesn't think that is a big number of trips in a day relative to what an arterial can carry.

Planning Manager Holland referred to section 4.1.3 which states that specific alignments have not been identified for the planned collector roads. Alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned collector roads also may be classified as arterials in the future depending on specific design and access requirements at the time the corridor is developed. Chair Leifer commented that this would allow for the concept of local access. Planning Manager Holland agreed. Planning Manager Holland commented that this is the kind of language he would like to put in the plan. Chair Leifer commented that he thinks the arterial going down the railroad would probably be a minor or a primary arterial. Planning Manager Holland thought it could carry quite a bit of traffic, but it definitely needs to be looked at.

Chair Leifer commented that when you're going north on 30<sup>th</sup> Avenue NE with a truck and trailer, it's impossible to get around the corner without going into the other lane. This is the reason he proposed his initial plan to connect there in order to provide a greater width.

There was consensus to hold a hearing for the Capital Facilities Plans for the school districts on November 9.

## **CITY COUNCIL AGENDA ITEMS AND MINUTES**

### **ADJOURNMENT**

**Motion** made by Commissioner Smith, seconded by Commissioner Whitaker, to adjourn the meeting at 8:31 p.m. **Motion** passed unanimously.

**NEXT MEETING** – November 9



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Chris Holland, Planning Manager for  
Laurie Hugdahl, Recording Secretary

# PLANNING COMMISSION



# MINUTES

**December 13, 2016**

**7:00 p.m.**

**City Hall**

## **CALL TO ORDER**

Chair Leifer called the December 13, 2016 meeting to order at 7:00 p.m. noting the presence of several people in the audience.

### Marysville

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Jerry Andes, Kay Smith, Brandon Whitaker

**Staff:** Planning Manager Chris Holland, Community Development Director Dave Koenig, Senior Planner Angela Gemmer

**Absent:** Kelly Richards and Tom Thetford (both excused)

## **APPROVAL OF MINUTES**

### November 22, 2016

**Motion** made by Commissioner Smith, seconded by Commissioner Whitaker, to approve the November 22, 2016 Meeting Minutes as presented. **Motion** passed unanimously (5-0)

## **AUDIENCE PARTICIPATION**

None

## **PUBLIC HEARINGS**

### MMC Chapter 11.52 Commute Trip Reduction Update

Senior Planner Gemmer gave background on this item and reviewed the proposed changes as discussed at the last meeting.

The public hearing was opened at 7:07 p.m. Seeing no public comments, the hearing was closed at 7:07 p.m.

**Motion** made by Commissioner Hoen, seconded by Commissioner Smith, to recommend this for approval to the City Council. **Motion** passed unanimously (5-0).

### Lakewood Neighborhood Master Plan

Planning Manager Chris Holland reviewed the redlined version of the Lakewood Neighborhood Master Plan, Appendix A (Design Standards) and Appendix B (Decorative Street Lighting).

Planning Manager Holland also noted that all written public comments to date were included in the Planning Commission's packet. Staff received another email today, which was distributed to the Planning Commission. That letter was based on a previous letter regarding the Margaret Hanson estate. Regarding that matter, Planning Manager Holland noted that there would not be any additional design or use requirements for Ms. Hanson's property that would not be a requirement for all other properties with similar zoning designation. If approved as proposed, each zone within the master plan area would be subject to the Appendix A Design Standards. Commissioner Hoen asked if staff ever met with the representatives of the Margaret Hanson estate. Planning Manager Holland stated he had tried to make contact once, but was not successful.

Planning Manager Holland explained that the purpose of the plan was to plan for development for the next 20 years focusing on transportation, utilities and design standards. Some of the assets include the civic center, Twin Lakes Park, existing rural crossroads character, scenic views, major shopping center, and access to other areas in the region. The 20-year plan would accommodate another 4,200 jobs and about 5,600 more people in the area. There will be a tremendous amount of growth in Lakewood.

Senior Planner Holland reviewed the existing zoning. He discussed recommended traffic improvements at 172<sup>nd</sup> Street, the 156<sup>th</sup> Street NE Interchange, Neighborhood Roadway Network north of 172<sup>nd</sup> (174<sup>th</sup> Street NE; 176<sup>th</sup> Street NE; 23<sup>rd</sup>/25<sup>th</sup> Avenue NE; and 19<sup>th</sup> Avenue NE) and south of 172<sup>nd</sup> Street (27<sup>th</sup> Avenue NE; 23<sup>rd</sup> Avenue NE; 19<sup>th</sup> Avenue NE/169<sup>th</sup> Street NE; 25<sup>th</sup>/27<sup>th</sup> Avenue NE; 156<sup>th</sup> Street NE and Interchange; 156<sup>th</sup> Street NE Multiuse Connection to Centennial Trail; Twin Lakes Avenue; 156<sup>th</sup> Street/Twin Lakes Avenue). He discussed the Land Use and Planned Collector Roads in the Transportation Element, the Draft Vehicular Network Map, the Land Technologies Road Connection Proposal, the Leifer Road Connection Proposal, the Andes Road Connection Proposal, and introduced Staff's Recommended Road Alignment as contained in the packet. Based on all the comments received from commissioners and the general public, staff has revised its recommendation. This includes elimination of the continuation of 30<sup>th</sup> down across the railroad, shifting that roadway to the east and allowing it as a sort of frontage road (Twin Lakes Frontage Road) which would connect down at 136<sup>th</sup>, and elimination of the previously recommended roadway along the

railroad. He noted that staff believes that the 23<sup>rd</sup>/27<sup>th</sup> Avenue Corridors would be the most important ones to move people.

Chair Leifer noted that there is a lot of verbiage contained in past minutes relating to the road connections and the fact that this is a conceptual plan but the details are yet to be finalized. He asked if this fact would be considered for development purposes. Planning Manager Holland replied that it would and noted that these are just recommended connections; the exact alignment would be determined as development occurs. Chair Leifer recommended including some verbiage reflecting that to the text. Planning Manager Holland indicated something like that could be incorporated if desired, but the following text is already included in the Engineering, Design and Development Standards (EDDS):

*“Specific alignments have not been identified for the planned connector roads. Alignments will be defined as part of the future corridor studies or as adjacent properties are developed. Some of the other planned connector roads also may be classified as arterials in the future depending on specific design and access requirements at the time the corridor is developed.”*

Chair Leifer indicated that it didn't need to be restated if it is already in the EDDS. Planning Manager Holland agreed and added that each one of the road connections within the City of Marysville's Urban Growth Area Boundary is also already in the TIF (Traffic Impact Fee) calculation.

Chair Leifer asked about the City's plan for the loop between 23<sup>rd</sup>, 169<sup>th</sup>, and over to 27<sup>th</sup>. Planning Manager Holland replied that the project is in the two-year budget that the Council just approved so it will be moving forward soon.

Commissioner Andes suggested adding a note on the map referring to the statement from the EDDS. Planning Manager Holland indicated staff could do that. Commissioner Andes then referred to the roundabout on 19<sup>th</sup> and commented that a train would stop all traffic. He wondered if there was a type of signal that could be included to assist traffic flow. Planning Manager Holland replied that staff will look into signal options for this.

Utilities – Water: Planning Manager Holland then explained that no major water improvements need to be made in the service area.

Utilities – Sewer: The main improvement that needs to occur is that the sewer line will need to be extended up to 172<sup>nd</sup> along the railroad. There is also a chokepoint near Twin Lakes Avenue that needs to be improved.

Chair Leifer asked if there is a preferred location for discharge for a proposed force main up in that region. Planning Manager Holland indicated he could look into it. Chair Leifer commented that the whole question about sewer is dependent upon what happens with the property that Sayani owns unless another route is found via a pump station. Planning Manager Holland commented that if the City had the ability and the

funds available to put it in and felt it was necessary to spur development, they could acquire the property and put it in. He noted that the issues can be identified when the property owners/developers are working with the Public Works Department.

Utilities – Stormwater: The City adopted Ordinance No. 3035 which becomes effective December 31. This means all development is required to do infiltration or LID improvements as part of their stormwater unless it is proven unfeasible.

Planning Manager Holland explained that the Design Standards in Appendix A build upon existing Design Standards in the current code, but also expand on them to try to get a neighborhood that is pedestrian oriented. The Urban Design Standards require buildings oriented toward the street front. It would require Design Standards for commercial areas to provide pedestrian-oriented character. It would build on the existing character of the area and provide for active ground floors along street segments. Planning Manager Holland summarized the general text amendments as shown by the red lines in the Draft Plan.

Commissioner Hoen asked what the Arlington Municipal Airport Sub Districts C and D are. Planning Manager Holland replied that these relate to requirements for certain areas that align with the proximity to the airport.

Commissioner Whitaker referred to the Design Standards as they relate to lighting and asked if they would be using LED lights. Planning Manager Holland replied that they are seeing a lot more LED. Commissioner Whitaker recommended making sure that if LED lights are used, full cut-off fixtures are required in order to avoid fugitive light going everywhere.

Commissioner Andes asked if the Shaw property will be required to do anything with 19<sup>th</sup>. Planning Manager Holland replied it has been discussed as part of the application process, but hasn't been finalized yet.

The public testimony portion of the public hearing was opened at 8:11 p.m.

Public Testimony:

Sandy Howard, 16704 25<sup>th</sup> Avenue NE, Marysville (2310 – 172<sup>nd</sup> Street), stated that she has lived at this address since 1974. Her husband passed away six years ago and she is working on trying to sell the property. She was disappointed to see a road going through her property which will impact the value tremendously. She recommended that the road avoid her property if at all possible. She urged the Commission to consider the impacts to private property owners.

Merle Ash, 18820 3rd Avenue NE, Arlington, WA, spoke as a citizen and a land use consultant representing Sandy Howard and the Grove Church. He commented that he is generally pretty excited about this plan, but he thinks there needs to be a couple tweaks including Sandy Howard's property. He expressed concern about the 169<sup>th</sup> extension. 169<sup>th</sup> aligns with the south half of the Howard property. A 70-foot corridor

through the property would put a huge burden on the property as it would leave a 70-foot strip remaining south of that which would be basically unusable. He requested that the roads actually get built. He encouraged the City to recognize some of the private property owners' concerns that are along this route. He stated that they will be submitting a pre-application for a road alignment in a townhouse development on that property which will propose S-curves turning to the south of the property line. They feel this would be a good compromise and might actually encourage a developer to purchase the property.

Chair Leifer asked Mr. Ash how the proposed S-curves would relate to the speed limits in the area. Mr. Ash replied that the design and the radius they are proposing would accommodate proposed speed limits. He doesn't think it would be an impact to the flow of traffic. Chair Leifer asked what the speed limit for that area would be. Planning Manager Holland replied it would be 25-30 mph.

Chair Leifer then asked what the recommended road configuration for the 23<sup>rd</sup> extension to the south would be. Mr. Ash replied that they would have liked to see something developed off of 19<sup>th</sup> and down the side of the railroad tracks. As part of their pre-application they will be talking to the City about this issue where her 5-acre property potentially being reduced to a 3.17 acre piece of property as a result of the proposed road alignment.

He summarized that staff did an outstanding job on this Plan.

Seeing no further public comments, the public testimony portion of the public hearing was closed at 8:30 p.m.

Chair Leifer referred to the loop road and the alignment and asked if it would be appropriate for the Planning Commission to give an opinion of where the alignment should be due to the City's plans to construct a road and the eminent development in the area. He spoke in support of preserving individual property rights.

Commissioner Andes discussed some curved roads he had done in his career and commented on how the S-curves might work with the roundabout. He thought that this particular situation would be a good test for the City to demonstrate how it will work with the property owners and developers as stated in the EDDS.

Chair Leifer spoke in support of a statement that the road alignment be held along the south property line of the Howard property with an S-curve to bring it back into the easterly portion and then continue on that route all the way towards the railroad until it curves up 19<sup>th</sup>. He commented that that seems to make a lot of sense for everybody.

Planning Manager Holland noted that could be included as an emphasis from the Planning Commission if that is the consensus. He stated that the City is willing to entertain that road alignment, but it comes down to when development occurs and if it can meet Engineering Design and Development Standards. There appeared to be consensus to support the verbiage indicated by Chair Leifer.

**Motion** made by Commissioner Andes, seconded by Commissioner Smith, to recommend approval of the Plan as presented with direction to facilitate the alignment of 169th as far south as possible, as approved by the City Engineer, in accordance with the EDDS in order to have the least impact possible on the Howard property. **Motion** passed unanimously (5-0).

Commissioner Hoen asked how the compensation to the property owners for right-of-ways is typically figured out. Planning Manager Holland explained that it is something worked out based on fair market value of the land and the cost of improvements. The right-of-way dedicated would be credited toward their traffic impact fees as well as the cost of improving that right-of-way to a public standard.

## **CITY COUNCIL AGENDA ITEMS AND MINUTES**

### **ADJOURNMENT**

**Motion** made by Commissioner Andes, seconded by Commissioner Smith, to adjourn the meeting at 8:51 p.m. **Motion** passed unanimously (5-0).

### **NEXT MEETING:**

January 10, 2017

  
Chris Holland, Planning Manager for,  
Laurie Hugdahl, Recording Secretary



## Chris Holland

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**From:** Chris Holland  
**Sent:** Monday, October 26, 2015 8:35 AM  
**To:** 'sounderbruce@gmail.com'  
**Subject:** Lakewood Master Plan

Bruce-

Thank you for taking the time to provide comments. We have been working very closely with Community Transit on new projects to ensure there is adequate bus stops and shelters. Great suggestion to get information regarding bus service in the Master Plan. I will work with CT on this.

Thanks again,

**Chris Holland** | Planning Manager

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

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

[cholland@marysvillewa.gov](mailto:cholland@marysvillewa.gov)  
<http://marysvillewa.gov>

### Lakewood Master Plan - comment card

Lakewood neighborhood meeting

*Please share your thoughts with us about our Lakewood neighborhood meeting.*

Name Bruce Englehardt

Phone number or email [sounderbruce@gmail.com](mailto:sounderbruce@gmail.com)

Address 17511 27th Avenue NE

Address *Field not completed.*

City Marysville

State WA

Zip 98271

(Section Break)

What is your interest in the project? I live in the area

Other (please specify)	<i>Field not completed.</i>
What are you most interested in?	Transportation, Walking/cycling, Open space development, Development density
Other (please specify)	<i>Field not completed.</i>
Do you have any concerns regarding existing land use (zoning)?	No
Additional zoning concerns	<i>Field not completed.</i>
Additional comments	The plan looks good overall (especially the expansion of the ped/bike network that is very incomplete here), but it lacks any mention of transit, specifically Community Transit route 240, which could have hourly frequency if the upcoming ballot measure next month passes. Bus pullouts and bulbs, relocation of stops, affects of the roundabout on stop location, etc. are all key issues that need to be addressed.
<p>Need additional information or have questions?  <i>For transportation/infrastructure, contact Jeff Laycock: 360-363-8274 or <a href="mailto:jlaycock@marysvillewa.gov">jlaycock@marysvillewa.gov</a>. For planning/development, contact Chris Holland: 360-363-8207 or <a href="mailto:cholland@marysvillewa.gov">cholland@marysvillewa.gov</a></i></p>	

Email not displaying correctly? [View it in your browser.](#)

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Chris Holland](#); [Jeff Laycock](#)  
**Subject:** Online Form Submittal: Lakewood Master Plan - comment card  
**Date:** Tuesday, October 27, 2015 9:20:24 AM

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## Lakewood Master Plan - comment card

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Lakewood neighborhood meeting  
*Please share your thoughts with us about our Lakewood neighborhood meeting.*

Name	Phyllis McKenzie
Phone number or email	phyllis@trevsglass.com
Address	PO box 214
Address	<i>Field not completed.</i>
City	N Lakewood
State	WA
Zip	98259

(Section Break)

What is your interest in the project?	I live in the area, I work in the area, I own a business in the area
Other (please specify)	<i>Field not completed.</i>
What are you most interested in?	Business opportunities
Other (please specify)	Proper design

Do you have any concerns regarding existing land use (zoning)?	Yes (please explain)
Additional zoning concerns	When we asked for business up to the RR tracks and Gloria insisted on Mixed use Look at the mess we got
Additional comments	Absolutely need to remove the plan of the round about at 19th As it is now the train will back up traffic around the other roundabout By not having commercial on both sides of 172nd the City is loosing revenue and making it inconvenient for the shoppers to shop. Walking trails are important but not so important as to cause business loss and vandalism Would be nice oif you had these meetings on a night that wasn't a church night
<p>Need additional information or have questions?  <i>For transportation/infrastructure, contact Jeff Laycock: 360-363-8274 or <a href="mailto:jlaycock@marysvillewa.gov">jlaycock@marysvillewa.gov</a>. For planning/development, contact Chris Holland: 360-363-8207 or <a href="mailto:cholland@marysvillewa.gov">cholland@marysvillewa.gov</a></i></p>	

Email not displaying correctly? [View it in your browser.](#)

## Chris Holland

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**From:** Mayrhofer, Maria <MayrhoM@wsdot.wa.gov>  
**Sent:** Thursday, February 04, 2016 8:45 AM  
**To:** Chris Holland  
**Cc:** Prestrud, Charles; Swires, Mike; Cheryl Dungan; Jeff Laycock; David Koenig  
**Subject:** FW: Marysville Lakewood Master Plan - SR 531 Improvements  
**Attachments:** Ltr WSDOT re SR 531 Roadway Section.pdf; MarysvilleLNMP\_NbhdMtg\_172ndStPoster.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Chris,

Please find below WSDOT NWR Traffic comments about the proposed improvements as outlined in the attached documents and the Lakewood Neighborhood TIP, 2015. Please let us know if there is anything else we can assist with in regard of this matter.

Sincerely,

*Maria Mayrhofer*

SnoKing Transportation Planner,  
 NWR WSDOT  
 15700 Dayton Ave North, NB82-116  
 PO Box 330310, Seattle, WA 98133-9710

Phone: (206) 440-4526  
[mayrhoM@wsdot.wa.gov](mailto:mayrhoM@wsdot.wa.gov)

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**From:** Swires, Mike  
**Sent:** Wednesday, February 03, 2016 7:28 PM  
**To:** Mayrhofer, Maria  
**Cc:** Prestrud, Charles; Briggs, Barbara  
**Subject:** RE: Marysville Lakewood Master Plan - SR 531 Improvements

Hi Maria,

Sorry for the delay in getting a response back to you.

In general, we concur with the city's proposed roadway section and plans for 531 between 11<sup>th</sup> Ave NE and 27<sup>th</sup> Ave NE.

As mentioned in the city's letter, the Design Manual has recently been updated to reflect a practical design philosophy. Lane widths can vary between 10'-12'; the 11' width preferred by the city appears acceptable and would need to be supported by documentation as part of any planned improvement to 531.

In addition to following DM guidelines, the city should also ensure that their design meets AASHTO guidelines. Also, we recommend that the city refer to National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. This guide (and its companion, Urban Street Design Guide) has been adopted by WSDOT and provides additional guidance and recommendations on bicycle and pedestrian facilities alongside or adjacent to roadways.

Below are some additional comments on the proposed roadway section and improvements:

Roadway sections B-B, C-C, and D-D show an eastbound bike lane but no corresponding westbound lane. Rather than providing the EB single lane along 531, we recommend that the width be used to widen the shared use trails on either side of 531. This would bring both trails up to 12' and match what's shown on section A-A.

Roadway section B-B shows the EB bike lane adjacent to on-street parking. This creates a potential dooring conflict, with car doors opening unexpectedly in the path of bicyclists. The Urban Bikeway Design Guide provides recommendations on methods to avoid this; per the comment above, one solution would be to remove the bike lane and create wider trails on either side of 531.

We recommend that the proposed signal indicated at 16<sup>th</sup> Dr NE not be included at this time. Prior to installing a signal, an intersection control analysis would need to be provided (per DM guidance) in order to determine the appropriate intersection control. In lieu of a signal, we suggest the city consider restricting allowed movements at 16<sup>th</sup> Dr NE to right-in, right-out, and left-in. The proposed roundabouts at intersections east and west of 16<sup>th</sup> Dr NE would accommodate left turn movements (drivers would turn right onto 531, then u-turn through the downstream roundabout).

Please let me know if you have any questions or need anything else on this.

Thanks! – Mike

**Chris Holland**

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**From:** SounderBruce <sounderbruce@gmail.com>  
**Sent:** Sunday, May 15, 2016 9:13 PM  
**To:** Chris Holland  
**Subject:** Lakewood Neighborhood Master Plan Draft Comments

Regarding the released draft of the Lakewood Neighborhood Master Plan, I am concerned about the lack of mention of accommodations for a possible commuter rail station that could anchor the Lakewood urban center. While Marysville is not in the Sound Transit district, there is growing support for annexation to grant access to these kinds of services. I hope to see a final plan that includes at least one mention of setting aside easements for a future rail station with appropriate bus connections (either staying on-street or pulling off into a dedicated bus station).

As someone who regularly walks along 172nd Street, it's nice to see more sidewalks being forecasted, even if it won't be delivered for a long time. I am concerned about the separation of pedestrians and cyclists on the shared trail. I suggest clear markings that encourage separation that prevents accidents, as a sidewalk is not a suitable environment for higher-speed cyclists.

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**Bruce Englehardt**  
17511 27th Avenue NE  
Marysville, WA 98271  
[sounderbruce@gmail.com](mailto:sounderbruce@gmail.com)

## Chris Holland

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**From:** Amy Rusko <arusko@arlingtonwa.gov>  
**Sent:** Monday, May 16, 2016 4:03 PM  
**To:** Chris Holland  
**Cc:** Marc Hayes; Christopher Young  
**Subject:** RE: Lakewood Neighborhood Master Plan Comments

Chris,

Thank you for the clarification on which intersection would be effected by the removal of left hand turn lanes. Whew! ☺ We did not see or review the exhibit that you provided below when we made our transportation comment in the review letter.

**Amy Rusko | Associate Planner**  
**360.403.3550 | [arusko@arlingtonwa.gov](mailto:arusko@arlingtonwa.gov)**  
**City of Arlington, Washington**



The Arlington / Darrington community has been selected as a finalist in the nationwide America's Best Communities competition. Read more [here](#), and like our [ABC Facebook page](#)

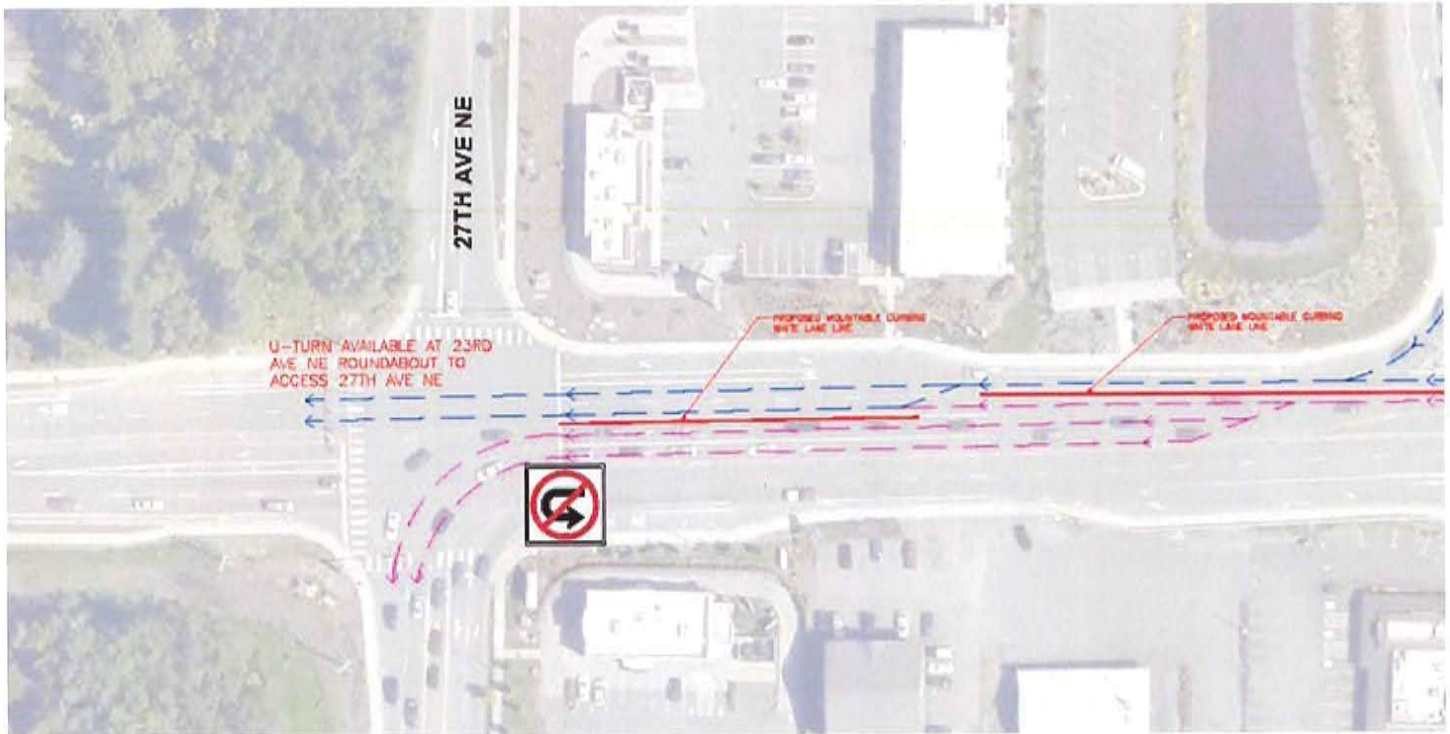
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**From:** Chris Holland [mailto:CHolland@marysvillewa.gov]  
**Sent:** Monday, May 16, 2016 3:42 PM  
**To:** Amy Rusko <arusko@arlingtonwa.gov>  
**Cc:** Marc Hayes <mhayes@arlingtonwa.gov>; Christopher Young <cyoung@arlingtonwa.gov>  
**Subject:** RE: Lakewood Neighborhood Master Plan Comments

Amy-

Thank you for providing comments related to the Lakewood Neighborhood Master Plan. I wanted to try and clarify the hard channelization statement on 172<sup>nd</sup> Street NE (SR 531). Currently, cars exiting I-5 and traveling west on 172<sup>nd</sup> Street NE and then south on 27<sup>th</sup> Avenue NE tend to block through (westbound) traffic. If cars exiting I-5 were restricted from heading south on 27<sup>th</sup> Avenue NE and were required to utilize the RAB, traffic operations at this intersection would greatly improve (see exhibit below). Additionally, removing the U-turn would provide a safer intersection, as this intersection has one of the highest accident rates in the City. Marysville is not proposing any restrictions to eastbound travel for folks exiting I-5. Obviously, WSDOT would need to approve any hard channelization on 172<sup>nd</sup> Street NE (SR 531).





The City will amend the plan identifying the fact that the Lakewood Neighborhood is located within the Arlington Airport's Subdistrict C and Subdistrict D zones.

Thank you,

**Chris Holland** | Planning Manager

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

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

[cholland@marysvillewa.gov](mailto:cholland@marysvillewa.gov)  
<http://marysvillewa.gov>

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**From:** Amy Rusko [<mailto:arusko@arlingtonwa.gov>]  
**Sent:** Monday, May 16, 2016 2:07 PM  
**To:** Chris Holland <[CHolland@marysvillewa.gov](mailto:CHolland@marysvillewa.gov)>  
**Cc:** Marc Hayes <[mhayes@arlingtonwa.gov](mailto:mhayes@arlingtonwa.gov)>; Christopher Young <[cyoung@arlingtonwa.gov](mailto:cyoung@arlingtonwa.gov)>  
**Subject:** Lakewood Neighborhood Master Plan Comments

Mr. Holland,

Thank you for allowing the City of Arlington to review the Lakewood Neighborhood Master Plan. I have attached the City of Arlington's comments. If you have any questions please let me know.

Sincerely,  
**Amy Rusko** | Associate Planner

360.403.3550 | [arusko@arlingtonwa.gov](mailto:arusko@arlingtonwa.gov)  
City of Arlington, Washington



The Arlington / Darrington community has been selected as a finalist in the nationwide America's Best Communities competition. Read more [here](#), and like our [ABC Facebook page](#)

# Community & Economic Development

PLANNING & LAND USE DIVISION



May 16, 2016

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

**RE: Lakewood Neighborhood Master Plan**

Dear Mr. Holland:

The City of Arlington Community & Economic Development Department has reviewed the City of Marysville's Lakewood Neighborhood Master Plan. The City found the Plan nicely designed and well put together. The Plan should enhance the neighborhood and entryway into Lakewood. The City of Arlington found two items of concern during this initial review and may have further comments pertaining to the Plan prior to the final adoption.

## Transportation

1. On page 23 of the Lakewood Neighborhood Master Plan, it states; "Restrict traffic from I-5 southbound from turning left at 172<sup>nd</sup> Street NE, requiring traffic to either make a U-turn or left turn at the 23<sup>rd</sup> Avenue NE roundabout. This routing option requires completion of the 23<sup>rd</sup> Avenue NE roundabout and connection of 23<sup>rd</sup> Avenue NE to 169<sup>th</sup> Place to provide an alternate route to the Lakewood Crossing shopping area."

The City of Arlington does not approve of the proposed re-routing of the off ramp traffic from southbound I-5 to 23<sup>rd</sup> Avenue NE. This is an unreasonable requirement for persons trying to travel east from I-5.

## Airport

1. The Lakewood Neighborhood Master Plan falls within Arlington Municipal Airport's Subdistrict C and Subdistrict D zones (regulations can be found in AMC 20.38). The Airport staff would like this mentioned within the Master Plan. The Airport staff has requested review of all future development permits to ensure that the Airport receives either an Avigation Easement for properties located within Subdistrict C or a Non-Disclosure Statement for properties located within Subdistrict D.

Thank you for the opportunity to review the Lakewood Neighborhood Master Plan. If you have any questions please let me know. I can be reached at 360-403-3550 or [arusko@arlingtonwa.gov](mailto:arusko@arlingtonwa.gov).

Sincerely,

A handwritten signature in black ink that reads "Amy Rusko". The signature is written in a cursive, flowing style.

Amy Rusko  
Associate Planner

**Chris Holland**

---

**From:** Justin Pedersen <Justin@landtechway.com>  
**Sent:** Monday, May 16, 2016 4:36 PM  
**To:** Chris Holland; David Koenig; Angela Gemmer  
**Cc:** rloffer@groveh.org; Bradl@gibsontraffic.com; Merle Ash  
**Subject:** Lakewood Neighborhood Master Plan Comments  
**Attachments:** Circulation Display.pdf; Lakewood Neighborhood Master Plan half size map.pdf; LNMP Comments.pdf

Chris

I would like to offer the attached comments on the Draft Lakewood Neighborhood Master Plan. As we have discussed before our comments are centered around the north south corridor. We believe there are more viable and beneficial corridors that should be considered.

Other than our concern on this north-south corridor, we do believe this is a well-conceived plan and appreciate the great effort that has been put into it.

Thank you for the opportunity to present our comments.

Could you please let me know you received this email, the files attached are large and I have concerns it might not go through.

*Justin Pedersen*

**Land Technologies, Inc.**  
**18820 3<sup>rd</sup> Ave NE**  
**Arlington WA 98223**  
**360-652-9727**  
[justin@landtechway.com](mailto:justin@landtechway.com)

# LAND TECHNOLOGIES, INC.

PLANNING • PERMITTING • ENGINEERING



May 16, 2016

City of Marysville  
 Community Development  
 Att: Chris Holland  
 RE: Comments on Lakewood Neighborhood Master Plan

## City of Marysville Lakewood Neighborhood Master Plan

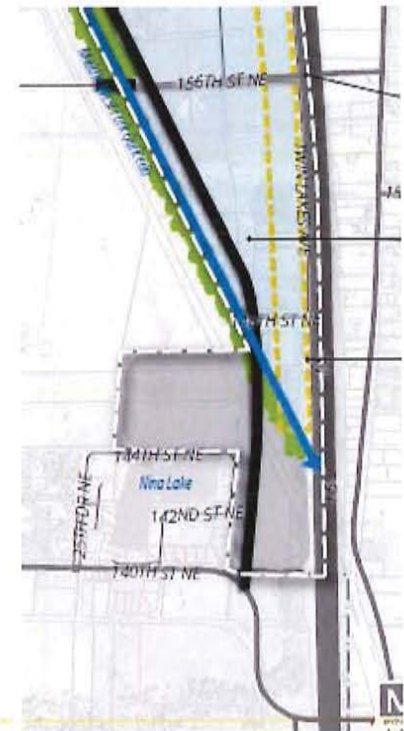
In the overall context the Lakewood Neighborhood Master Plan (LNMP) appears to be a very well thought out plan. However, we do have concerns with one element of this plan in particular. We are concerned the conceptual north-south corridor as depicted in the "Urban Design Concepts" map per Figure 13 as drawn south of 156<sup>th</sup> St NE will never get built. The need for an expensive overpass and the need to get land from the Tulalip Tribes are obstacles that seriously compromise the chances of this corridor ever being completed.

This north-south corridor is seen as the black line in the graphic. It starts at the south end on 140<sup>th</sup> St NE just east of the Nina Lake Community crossing through property currently owned by the Grove Church. At the north end of the Grove Church Property it crosses the Burlington Northern Railroad (BNRR) along the double tracks. Crossing the RR would require an overpass as this area is used by BNRR to stage freight trains waiting for other train traffic.

North of the RR, the overpass ramp would land somewhere north of 148<sup>th</sup> St NE. At this point it turns NW parallel to the BNRR tracks. The old Greenhouse Property has been purchased by the Tulalip Tribes and is being converted to Trust Land. It is very unlikely the Tulalips would allow a City Collector Arterial through this property.

These are two very major obstacles to this routing of the conceptual north-south transportation corridor. The City has a "dozen" at grade crossings it needs to "update" before considering another 20 to 30 million dollars for an additional overpass. This overpass would be expensive to build as it crosses the tracks at an angle closer to parallel than perpendicular. This angle over the tracks would require a much more substantial structure than one that crosses closer to perpendicular to the tracks.

The second obstacle, maybe even more formidable than the overpass, is counting on the Tulalip Tribes to give up a 70 or 80 foot corridor through their land. It is very unlikely this full route would ever be completed.



My understanding was that this route was desired as a means of moving traffic between Lakewood and the 136<sup>th</sup> St NE overpass (or vice-versa) and/or down to the 116<sup>th</sup> St NE on-ramp to I-5. We also now understand that the I-5 on-ramp at 156<sup>th</sup> St NE is funded. A Freeway on-ramp at 156<sup>th</sup> St NE creates a new “hub” for how traffic should move through this part of the City.

There are more efficient and cost effective corridors for moving traffic both from Lakewood to 156<sup>th</sup> St. NE and for moving vehicles and patrons of the stores at the Lakewood from 140<sup>th</sup> St NE to 172<sup>nd</sup> than the conceptual route described above.

We believe the likelihood of the planned route ever being completed is extremely low; this means portions of this corridor will be built on segments of private owned land at a great burden to that landowner. These have the great potential of becoming 80 foot corridors to “nowhere”.

We would like to suggest two alternate routes that would be a lot more likely to succeed.

**23<sup>rd</sup> Ave NE and 19<sup>th</sup> Ave NE Corridor:** Using the existing corridor along 23<sup>rd</sup> Ave NE to 156<sup>th</sup> St is a very efficient corridor. The roads already exist and are useable now. The same for is true for moving traffic from 172<sup>nd</sup> to 156<sup>th</sup> via 19<sup>th</sup> Ave NE. A roundabout is in the conceptual plan for the 19<sup>th</sup> Ave intersection.

Development of this corridor provides a very efficient route and requires the least amount of new infrastructure; roads are already in place. Future improvements can be funded with Frontage Improvements as land develops along the corridor. Frontage Improvements are a far less burden on landowners than having to pay for full Collector Road infrastructure inside the private property boundaries.

The “planned” corridor requires all new roads, an additional overpass, and obtaining land from the Tulalip Tribes. An overpass at the RR would also be required at 156<sup>th</sup>. An overpass at 156<sup>th</sup> is a more important overpass than the others given the funding for the on ramp to I-5 at 156<sup>th</sup>.

This corridor is currently outside the City but it is in the Rural Urban Transition Area, an area that had been planned for future annexation. An Interlocal Agreement with Snohomish County would be available. Annexation of this area may be a future event but is a lot more likely to happen than funding an “extra” overpass and obtaining Right of Way from the Tulalip Tribes.

**Twin Lakes Avenue:** Using the existing frontage road along the freeway does is the second most efficient and likely to be completed route. There is the existing corridor and Right of Way from 172<sup>nd</sup> to 148<sup>th</sup> St NE which avoids the problem with obtaining future Right of Way from the Tulalip Tribes. It currently connects the developed shopping center to the 156<sup>th</sup> St NE freeway overpass and future freeway on ramp.

Based on the “desire” to connect with the 136<sup>th</sup> St NE interchange, this route does have the potential of a more direct connection.

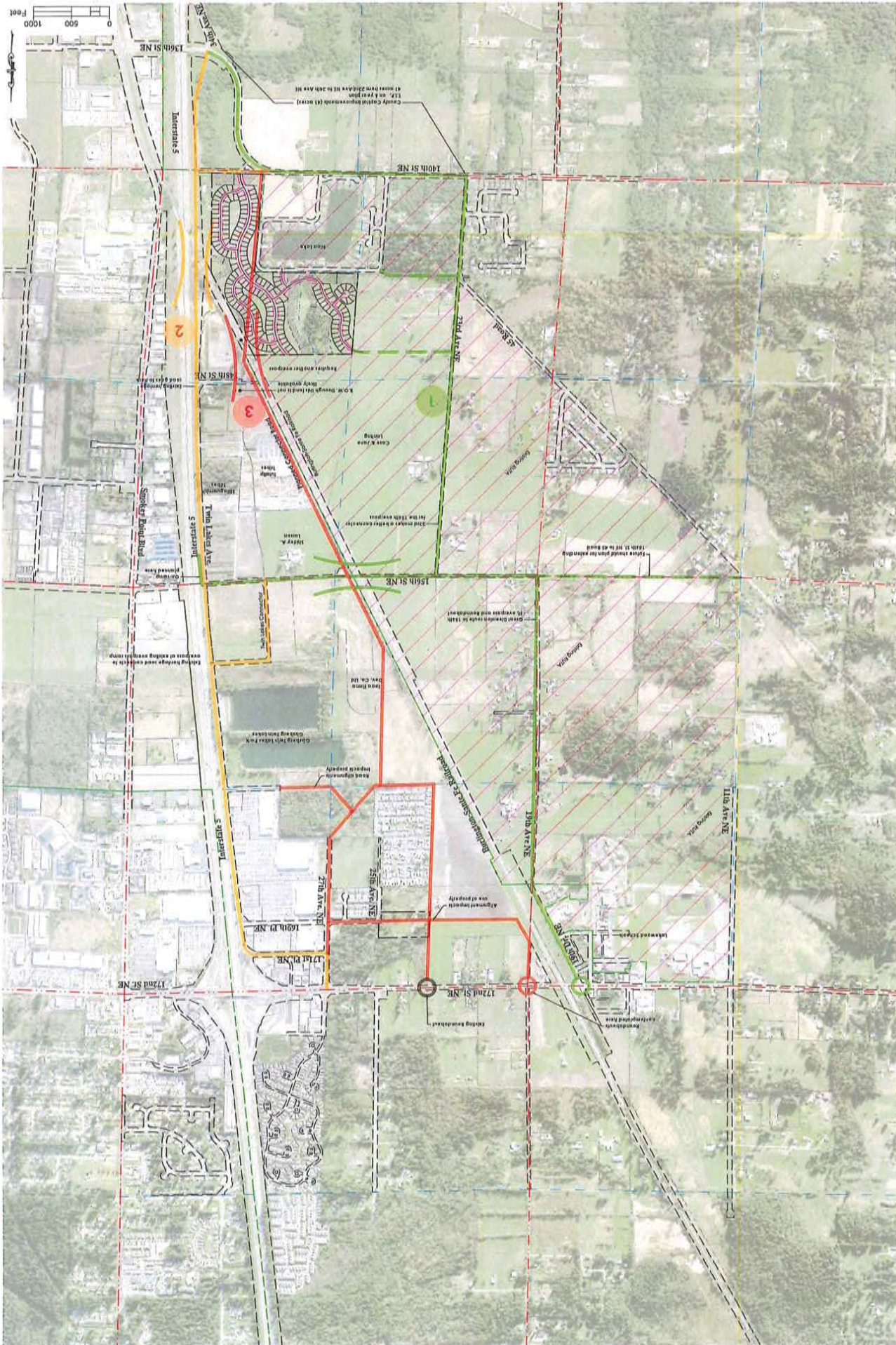
This route would have to obtain Right of Way from 148<sup>th</sup> St NE south. It would require an additional overpass similar to the conceptual route.

Description	19 <sup>th</sup> and 23 <sup>rd</sup>	Twin Lake Frontage	Concept Plan Corridor
Existing Status	Road corridor is developed and usable today.	Existing corridor from 172 <sup>nd</sup> to 148 <sup>th</sup>	No existing infrastructure
Overpass requirement to complete circulation plans	One overpass at 156 <sup>th</sup>	Two, besides 156 <sup>th</sup> would require second overpass south of 148 <sup>th</sup>	Two, besides 156 <sup>th</sup> would require second overpass south of 148 <sup>th</sup>
Obstacles to completing corridor	Corridor and roads are existing. Would require Interlocal Agreement with County or future annexation to complete a Collector Road Plan.	Last ½ mile south unopened. Requires ROW from PUD/WSDOT and a couple of private landowners	Total corridor unopened. Requires obtaining land from Tulalip Tribes and several private landowners.
Funding of improvements	Developers in way of frontage improvements would fund improvements to the existing corridor as property develops. Public funding would be required for 156 <sup>th</sup> RR Overpass	Would require mostly public funding as land is developed, owned by government, or entities not likely to participate. Some sections would be funded by Developers as frontage improvements.	Significant burden put on several private landowners that would have to dedicate significant portions of their land. Requires public funding of second overpass.

**Extend 156<sup>th</sup> St NE from 19<sup>th</sup> to the 45 Road:** We would like to see added to the plan at least contemplation that 156<sup>th</sup> St NE be planned for extension from 19<sup>th</sup> Ave NE west back to the intersection of 45 Road and 11<sup>th</sup> Ave NE.

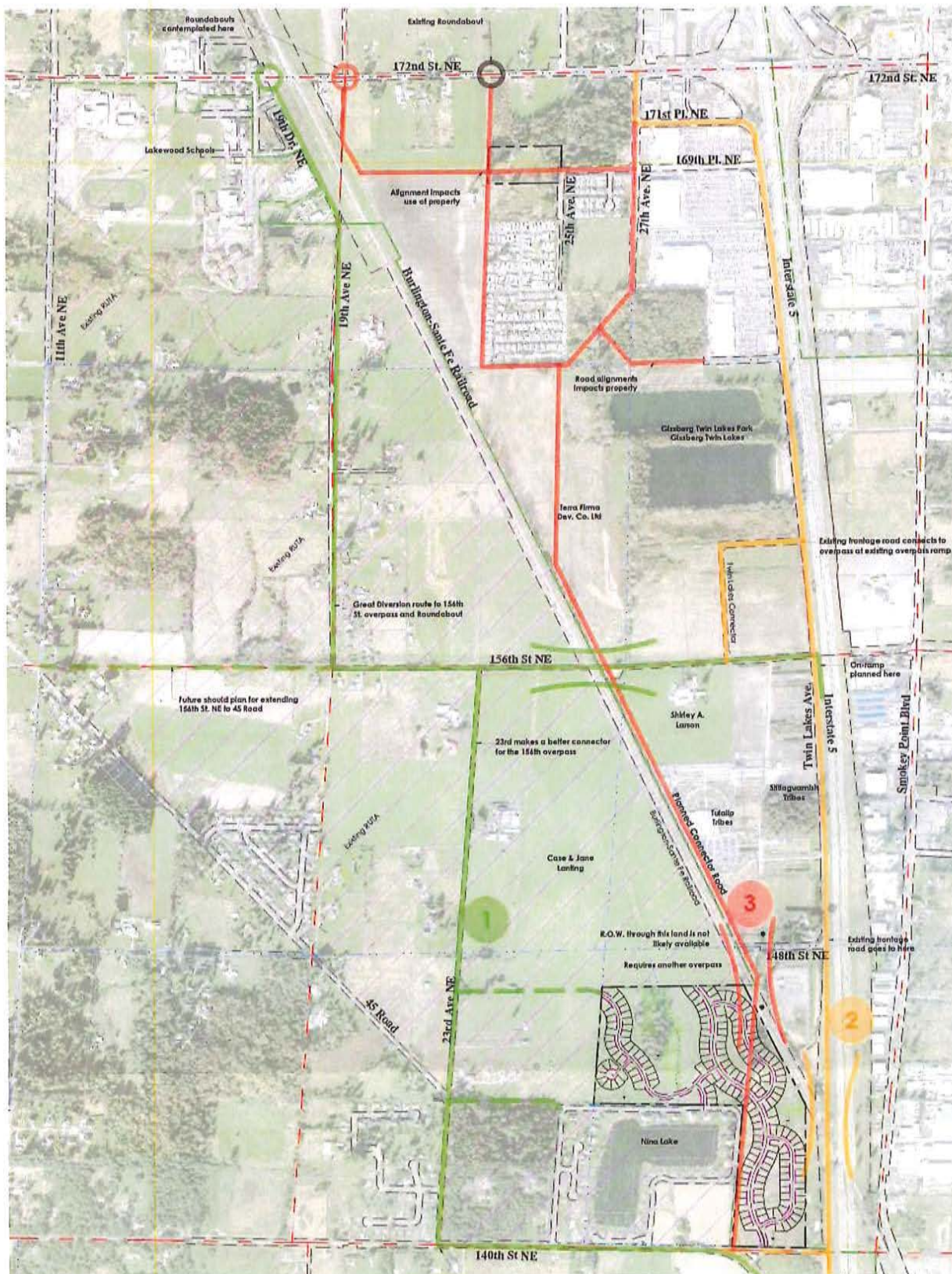
All of this area is in the RUTA Boundary and the City has Water Mains up 45 Road, up 11<sup>th</sup> Ave NE to the Grade School, along 23<sup>rd</sup> and 19<sup>th</sup>. We believe it would be prudent for the City to consider a plan for this RUTA area so it does not develop awkwardly as rural subdivisions.





Item 15 - 177

Lakewood Neighborhood Master Plan—Alternate Corridor Options



1. Green Shaded Corridor is the 19<sup>th</sup> and 23<sup>rd</sup> Corridor that provides the most efficient and economical corridor between Lakewood and 140<sup>th</sup> St NE
2. The Orange Shaded Corridor is the Twin Lakes Corridor
3. The Red Shaded Corridor is the conceptual planned corridor currently in the Lakewood Neighborhood Master Plan. Because of obstacles this corridor is the least likely to ever get completed.

CHARLES T. COLE (1961-2003)  
ROBERT R. COLE  
GREGORY L. GILDAY

LAW OFFICE OF  
**COLE & GILDAY, P.C.**  
FIRST NATIONAL PROFESSIONAL CENTER  
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STANWOOD, WASHINGTON 98292

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(360) 629-2900  
FAX (360) 629-0220  
COLE-GILDAY@STANWOODLAW.NET

September 26, 2016

City of Marysville  
1049 State Avenue  
Marysville, WA 98270

Dear Sirs:

RE: Andrew Sather Estate  
Lakewood Plan Draft-4/16

The owners of TPNs 310529-002-009-00 and 310529-002-013-00 would like to weigh-in with thoughts as to the alignment of public infrastructure within the Lakewood neighborhood master plan area. The Estate's property is highlighted in Blue on the enclosed map.

Bottom line is, the Estate is very much supportive of the alignment set out in Option #2 in the attached map. This is our reasoning.

We understand that the present plan is to install a main sewer trunk parallel to the railroad tracks along with a hiking/biking trail. Running the main North/South road system in the same location is the most efficient use of the property. Access for future maintenance of the sewer system will be easier, and the trail system on the West side of the road would also serve as a sidewalk.

This configuration also seems safer, in that the future residences on the Sather property will be farther removed from the Railroad and possible dangers of a derailment. Also, if that did occur, emergency responders would have it much easier and quicker. It would also be safer to have the trail separated from the future residences by a roadway rather than the trail running next to their side yards. One often reads of families complaining about inconsiderate or criminal behavior by people using public trails next to their houses; this includes littering, trespass, burglary and general annoyances.

Finally, future residents on the Sather property will have more pleasant and livable surroundings being somewhat farther away from the railroad tracks.

Having the main North/South line alongside the tracks and trail would remove the need for 23<sup>rd</sup> Avenue to run the length of the Sathers' eastern boundary. The existing residences to the East are doing fine without it, and the Sather properties would be served by the road paralleling the tracks. We are supportive of jogging 169<sup>th</sup> Place NE a little to the South to make for less of an impact to the neighbor's proposed development, and we believe it would help our property's future development also, in making the portion north of 169<sup>th</sup> more usable on its own.

Thank you for considering this input.

Very truly yours,

LAW OFFICE OF COLE & GILDAY, P.C.

A handwritten signature in black ink, appearing to read "R. R. Cole". The signature is fluid and cursive, with the first and last names being more prominent than the middle initial.

Robert R. Cole

RRC  
Enclosure(s)





**Bailey, Duskin & Peiffle, P.S.**  
ATTORNEYS AT LAW

Copy for your information  
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Attorneys at Law  
P.O. Box 188  
Arlington, WA 98223  
(360) 435-2168

STEVEN J. PEIFFLE  
BREANNE W. MARTIN  
BRADLEY E. NEUNZIG

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September 26, 2016

Marysville Planning Commission  
c/o Marysville Community Development Dept.  
80 Columbia Avenue  
Marysville, WA 98270

**Received**

SEP 26 2016

City of Marysville  
Community Development

Re: Sather Dairy Family, LLC  
Our File No. 10370

To whom it may concern:

This office represents the Sather Dairy Family, LLC, the owners of Snohomish County Tax Parcel #31052900201401, located at 16429 19<sup>th</sup> Avenue NE, Arlington, WA. The property is an approximately 19 acre parcel just south of 172<sup>nd</sup> Street.

The purpose of this letter is to go on record to express our client's grave concerns about the road circulation proposal in the draft "Lakewood Neighborhood Master Plan" April 2016 draft ("the Master Plan") prepared by Makers, a Seattle consulting group. My clients are very concerned that Makers is not adequately informed regarding the property within the Plan and its unique needs.

We strongly object to the proposed road layout or configuration and encourage the Planning Commission to reject the proposed road configuration shown in the draft Master Plan at Figure 13. That road layout effects a significant taking of my clients' developable property by requiring that my clients dedicate land on the west side of their property for a pedestrian or multi use trail and sewer facility, and land on the east and north sides of the property for road right of way and associated curb/gutter/sidewalk and stormwater facilities. The most appropriate development mechanism is for these facilities, together with water and sewer facilities, to all be located in the same "corridor" so as to minimize the impact on the property owners.

Instead, we encourage the Planning Commission to support the alternative #2

Marysville Planning Commission  
 9/26/2016  
 Page 2

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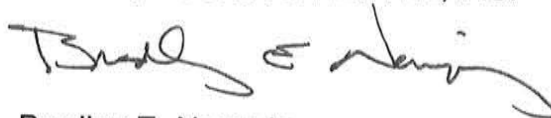
East Side: North/South road alignment as shown on the attached map. This alignment accomplishes a number of important safety and infrastructure concerns:

- Infrastructure efficiency: Combining the roadway, multimodal trail system, and utility systems as proposed on the alternative roadway would be the most efficient and would minimize the taking of my clients' property. Situating the sewer trunk line under the roadway in that location would make maintenance of the sewer line less expensive. Having the utilities in the road corridor is consistent with good engineering practices.
- Public safety: routing the main north-south roadway on the west side of my clients' property would provide greater protection to the residents of the area by buffering the future residential areas from the Railroad and its impacts. The impacts of the railroad on the city of Marysville have long been known and the City has gone on record in recent years as being concerned about the potential for environmental risks associated with train traffic, most particularly the increased coal and oil trains along the BNSF railway. Putting a roadway on the west side of the property instead of the east side would create a buffer in the event of any environmental catastrophe caused by a derailment in this area. In addition, having a roadway in that area would facilitate any needed emergency response.
- Aesthetics and livability: the future residents of this area would have a much more aesthetically pleasing and livable surroundings if there were greater separation from the main line of the railroad, particularly with streetscapes that would help mitigate the visual impacts of development.

We strongly encourage the Marysville Planning Commission to consider the alternative road circulation proposal attached and to work with, and not against, the property owners whose property is going to be most affected by the proposed Plan.

Very truly yours,

BAILEY, DUSKIN & PEIFFLE, P.S.



Bradley E. Neunzig

BEN/em

Encl.

cc: Chris Holland, Senior Planner







**Bailey, Duskin & Peiffle, P.S.**  
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October 25, 2016

Marysville Planning Commission  
Marysville City Hall  
1049 State Ave.  
Marysville, WA 98270

Re: Estate of Margaret Hanson  
Our File No. 8301-2

Dear Planning Commission Members:

I represent Margaret Larson in her capacity of Personal Representative of the Estate of Margaret Hanson, Snohomish County Superior Court case #12-4-00130-3. Many of you know or know of Margaret as the former Mayor of the City of Arlington.

My client asked me to comment on the proposed "Lakewood Neighborhood Master Plan" prepared by Makers and I understand this is the subject of a work session of the Planning Commission on the evening of October 25. We request that you consider this input prior to taking any further action on the draft plan.

The Margaret Hanson Estate owns Snohomish County Tax Parcel #31051900401200, also known as 17406 – 19<sup>th</sup> Ave. NE, Marysville, WA. The Hanson family was among the pioneer families of the Lakewood area.

My client strenuously objects to elements within the draft Lakewood Neighborhood Master Plan as it is currently constituted, most specifically the designation of Railway Crossing Neighborhood Center on the Hanson property, which is inappropriate. My client urges the Planning commission to start over, or at the very least to be much more definitive about what the City of Marysville intends to do to the "Lakewood Neighborhood" in general and my client's property specifically.

**Received**

OCT 25 2016

City of Marysville  
Community Development

Although the Master Plan states that one of its purposes is to “tie Lakewood to its rural history”, that cannot be accomplished on most of the portions of the Master Plan shown in the plan as the proposed “Lakewood Community Overlay”. The property to the east of the railroad crossing is completely different from the property to the west of the railroad crossing. To the extent there is historical value to be preserved in the area, that is all located to the west of the railroad right of way in the older buildings located there. Virtually all of the land on the east side of the railroad right of way is vacant, undeveloped land, formerly used as farm land but no longer viable for long term farming due to the development occurring to the east. Much like the Island Crossing property to the North, the addition of this area to the Marysville Urban Growth area and subsequent annexation, together with the creation of a “regional commercial center” (Lakewood Crossing) rang the death knell for maintaining any kind of rural, historical, bucolic, farming nature of the property.

Rather, it appears that what the City wants to do is “slow ball” development in the area by creating the so-called “Lakewood Community Overlay”. According to the plan, the purpose of this overlay is to “ensure that Lakewood maintains at least a piece of its history and rural character” (p. 9-10). That is a laudable concept in the abstract, but the only history and rural character on my client’s 18+ acres of land is an old 1911 farmhouse that even the County recognizes has minimal value (\$65,000 per the most recent assessment). While the vision the City may be pursuing sounds positive in the abstract, my client’s property is subject to the actual feasibility of such a vision. My client does not share the belief that the demand for such a vision exists in the real world, nor that such a vision would be shared by the lenders who have to finance the construction of projects, now or any time in the near future. I am not aware of any market studies which support this proposed vision.

As with most land use concepts, “the devil is always in the details”, and the details for the “Lakewood Community Overlay” are notably missing. The document states that even the boundary of the Overlay zone is not definitive—leading us to wonder when that determination will be made, and by whom? Will the details be left to the City Planning staff to make a case-by-case determination? While this would preserve maximum flexibility, it will also potentially lead to inconsistent and arbitrary decision-making.

More importantly, the plan is noticeably lacking in the details of the development regulations. The consultant surely had something in mind when figuring out how the overlay would “encourage adaptive re-use of existing buildings over time to maintain a rural crossroads character”, see Figure 17, but no information is available concerning how the development regulations are supposed to achieve this. However, maintaining a rural character in an urban growth boundary is the complete opposite of what is contemplated within a city governed by the Growth Management Act (GMA).

Maintaining rural land character is reserved for “patterns of land use and development established by a county in the rural element of its comprehensive plan”, RCW 36.70A.030(15), not for a GMA city to effectively downzone land for some non-urban purpose.

The Plan also references the Lakewood Design Guidelines, which have significant impacts on the property owners in this vicinity. In order for the property owners like my client to be able to effectively comment on these, the City should propose regulations which address the specific design standards proposed for the “Railroad Crossing Neighborhood Center” for review by property owners and the public. Once those have been developed and proposed, the City should invite public and broad participation in the development of these guidelines, as well as the Master Planning Process, as required by the GMA. RCW 36.70A.035.

The Design Guidelines leave a tremendous amount of authority in the apparent discretion of the Community Development Director, who seems to have the ability in the Guidelines to impose requirements at times over and above the requirements of the code. Development regulations should allow property owners to determine, from review of the code alone, whether a potential use will or will not be allowed, and they simply do not. Leaving determinations to the unfettered discretion of the Community Development Director is a recipe for arbitrary and capricious decision-making, and an invitation to litigation.

If the City staff or the Planning Commission wish to encourage certain types of development, then my client would support the adoption of development incentives to accomplish that goal, so long as the underlying ability to develop remains the same as in other mixed use (MU) zoned parcels in the City. Without those incentives for development, the additional regulations may effectively accomplish a “taking” of my client’s property rights.

The specific additional development requirements, burdens and demands on my client relating to the use and development of the Estate’s property are simply unclear if the Railroad Crossing Neighborhood Center and Lakewood Community Overlay are enacted. Most specifically, my client’s property should not suffer from additional requirements when compared to other MU zoned parcels in the Lakewood Neighborhood Master Plan area, or in the City of Marysville generally.

From a practical standpoint, the proposed Master Plan and related documents create yet another potential process for a developer to go through which is solely related to development in this area, as opposed to regulations which apply throughout the City. Processing development proposals in each area through different regulations simply creates more of a bureaucratic mess for property owners—particularly

Marysville Planning Commission  
10/25/2016  
Page 4

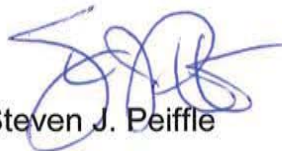
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Lakewood area property owners--to wade through and try to comply with.

We encourage the Planning Commission not to make a "rush to judgment" to push through the proposed Master Plan and the "Lakewood Community Overlay". The proposed Plan and Overlay are not consistent with the intentions of the Growth Management Act, and the City should re-think the concept of the Overlay Zone, which will create a long-term legacy—likely not a good one—for the City and its citizens. It is inappropriate to impose unknown and arbitrary design concepts on one group of property owners within the same zone as others within the master planning area.

Very truly yours,

BAILEY, DUSKIN & PEIFFLE, P.S.



Steven J. Peiffle

SJP/ms

Encl.

Cc: Margaret Larson  
Chris Holland, Planning Manager

**Chris Holland**

---

**From:** Brian Kalab <brian@insightengineering.net>  
**Sent:** Tuesday, October 25, 2016 3:35 PM  
**To:** Chris Holland; Cheryl Dungan; Jesse Hannahs  
**Cc:** noordinsayani@executivehotels.net; Santhosh Moolayil; Richard van Mourik  
**Subject:** Montesa Preapp Traffic Comments

Hi Chris,

Thanks for meeting with us today. I wanted to summarize the traffic portion of our meeting so that Chris can convey our sentiments to the planning commission workshop tonight. It is our understanding from the preapp meeting that the city would like to have several arterials and roundabouts constructed through the Montesa plat property, for the purpose of providing a secondary exit from the Lakewood planning area. The arterials would connect the developments north of the property to the overpass and future entry/exit to I5 along 156<sup>th</sup> Street NE.

While we are not opposed to the arterial connections, the scope of the arterial road construction is disproportionate to the residential lot yield on the Montesa plat and hence uneconomical for the property owner to construct. This landowner has contributed a significant amount to the LID for the 156<sup>th</sup> Street overpass and is willing to participate in another type of group funded initiative for the extension of the arterials. However, we think that the funding needs to be a city initiative and not piecemealed by different and varied developers.

Please raise our concerns to the planning commission and notify us of future public planning commission meetings, regarding this area. If there is an opportunity for the public to speak, we would like to voice our stance to the planning commission. We look forward to working with you and your team on this matter.

Thank You,

Brian R. Kalab, P.E.

Insight Engineering Company

2804 Grand Ave. Ste 308

Everett, WA 98201

[\(425\) 303-9363](tel:(425)303-9363)

[\(425\) 303-9362](tel:(425)303-9362) FAX



Emmett Heath, Chief Executive Officer

November 23, 2016

Mr. Chris Holland  
 City of Marysville  
 80 Columbia Ave.  
 Marysville, WA 98270

**RE: DRAFT Lakewood Neighborhood Master Plan**

Dear Chris,

Community Transit appreciates the opportunity to provide comments on long range planning projects and current development proposals being considered by our jurisdictional partners. Because local land use authorities have the greatest impact on our ability to provide transit service, it is our policy to evaluate projects for their compatibility with Community Transit's current operations and Long Range Transit Plan to ensure the agency can continue to provide public transportation and services in an efficient manner throughout Snohomish County.

Community Transit congratulates the City of Marysville for preparing this subarea plan, which is experiencing significant growth and change. In general, mixed-use development and greater residential densities support efficient bus operations when transit infrastructure is included as part of the road network design.

Our staff is providing the following comment for your consideration:

The plan does not include any consideration for future transit service in the Streetscape Design Guidelines or the Neighborhood Roadways chapter.

Although Community Transit does not currently have bus service in this area, with the exception of Route 240 that runs between Smokey Point Transit Center and Stanwood via 172<sup>nd</sup> St NE, this area could be served in the future. The proposed I-5 interchange at 156<sup>th</sup> St NE provides opportunities for better bus connectivity and routing between the greater Lakewood area and Smokey Point Blvd. In order to provide bus service on the proposed Lakewood Neighborhood road network, we request the City of Marysville further discuss the proposed road profile with Community Transit staff. Our preferred road lane width is 12 feet; however, depending on the configuration (i.e. on-street bike lane, parking, etc.), we can operate on lanes as narrow as 11 feet 6 inches. This wider lane width accommodates our bus with the mirrors. Attached for your reference is information from the National Association of City Transportation Officials (NACTO) Transit Street Design Guidelines, which are generally consistent with Community Transit's operating requirements.

Thank you again for the opportunity to provide comments on the Draft Lakewood Neighborhood Master Plan. We look forward to discussing future transit service opportunities in this area.

Sincerely,

Kate Tourtellot, AICP, Senior Transportation Planner  
 kate.tourtellot@commtrans.org  
 (425) 348-2314

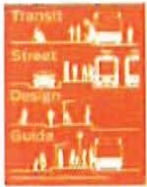
Enclosure

cc: Community Transit Development Review Team

(<http://nacto.org/>)



National Association of City Transportation Officials (<http://nacto.org/>)

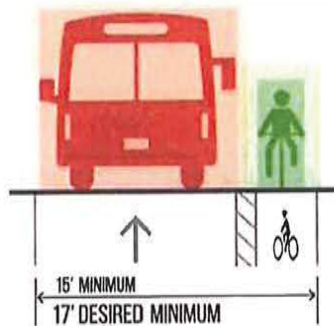


## Transit Street Design Guide

GUIDE NAVIGATION ▾

(<http://nacto.org/publication/transit-street-design-guide/>)

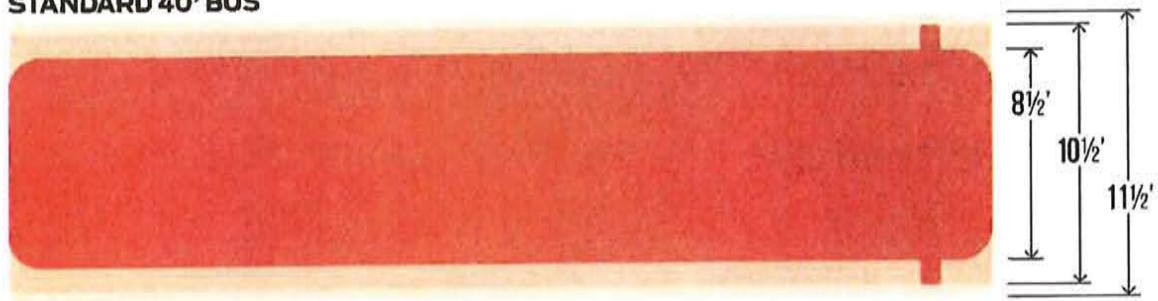
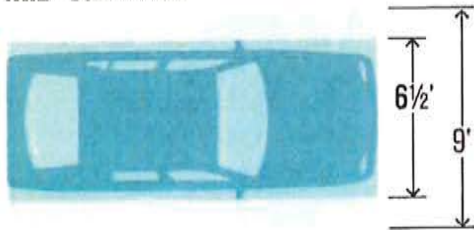
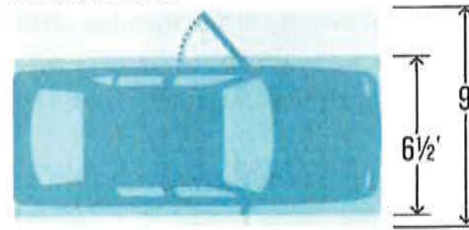
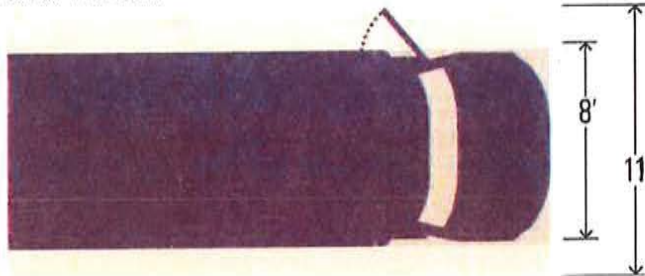
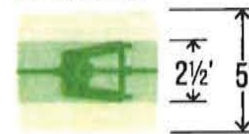
PURCHASE GUIDE ([HTTP://ISLANDPRESS.ORG/BOOK/TRANSIT-STREET-DESIGN-GUIDE](http://islandpress.org/book/transit-street-design-guide))



## Vehicle Widths & Buffers

**Street users and vehicles occupy different amounts of space depending on their size and speed. Lane design should accommodate transit vehicles at a speed that is safe within the overall street context, supporting consistent and reliable operations.**

**Buffers shown here are not lane widths, but represent the operating envelope and minimum distance to adjacent objects when in motion, and can overlap with adjacent lanes.**

**STANDARD 40' BUS****MID-SIZE CAR****PARKED CAR****BOX TRUCK****BICYCLIST****DISCUSSION**

The width of vehicle lanes affects street safety and travel speeds. Narrower lanes generally result in slower travel speeds while increasing street safety for all users. For private motor vehicles in particular, narrower lane width, down to 10 feet or narrower in special cases, is correlated with all-user safety benefits.

Buses are among the largest vehicles operating on city streets, with mirror widths often exceeding available lane space. Where buses operate in a narrow mixed-traffic lane, intrusion into adjacent lanes may sometimes occur, such as when two buses pass each other. Ensure that adjacent lanes in a street section can occasionally accommodate such movements when needed.

Vulnerable users like bicyclists should always be given sufficient space to operate safely at a comfortable distance from fast-moving traffic or from larger vehicles like buses and trucks, outside of the door zone.

Design for rail vehicles must factor dynamic vehicle envelopes, critically around turns and elevation



Lane widths are determined in the context of both the design vehicle, or the regular user, and the control vehicle, or the infrequent but largest user. The design vehicle uses one lane, while the control vehicle may intermittently require the use of multiple lanes (refer to the *Urban Street Design Guide* for additional information). On many transit streets, the transit vehicle is both the design and control vehicle—both the regular and largest user.

Vehicles have both clearly defined vehicle spaces (the size of the vehicle itself) as well as a buffer space (or operating space) which defines the space needed to operate comfortably at a moderate speed. Wider vehicles can be accommodated in narrower lanes on an infrequent basis—even where street space is constrained, vehicles may on occasion use a part of an adjacent lane where the whole street section provides enough space to do so safely. Overlapping buffer zones can be safely accommodated at slower speeds.

Encouraging safe transit movement while accommodating efficient operations requires a predictable, even, and low-speed environment. Narrower transit lanes that are co-implemented with signal and intersection treatments, in-lane stops, appropriate stop spacing, and adjacent buffer zones, allow transit to progress comfortably at consistent speeds.

While transit vehicles in constrained spaces are sometimes subject to mirror strikes, wider mixed-traffic lanes can increase the number and severity of total crashes in which transit vehicles are involved.

Where buses use a travel lane adjacent to a bicycle lane, both bus and bike operational comfort are enhanced by providing a buffer space between them where width is available.

changes. Vehicles on a fixed guideway cannot move around obstructions.

On streets with existing vehicle speeds above 35 mph, it may be necessary to introduce narrower lanes along with other design measures to lower vehicle speeds to a safe level for transit and pedestrians, or to fit a dedicated transit facility.

Lane width considerations for specific facilities are included in Transit Streets (<http://nacto.org/publication/transit-street-design-guide/transit-streets/>).

## RECOMMENDATIONS

Bus lanes may be 10–11 feet wide when offset, and 11–12 feet when configured curbside or in transitway adjacent to an opposing lane of bus traffic.

Where space is available, use buffers rather than widened lanes to reduce side-swipe risks without increasing design speed. In mixed-travel lanes, assign added width to buffer zones to visually narrow lanes.

Shared bus-bike lanes may be 10–11 feet wide along segments where neither is expected to over take the other, such as where bus volumes are moderate or where bus speeds are low. Passing at stops may be accommodated with a 13-foot shared lane.

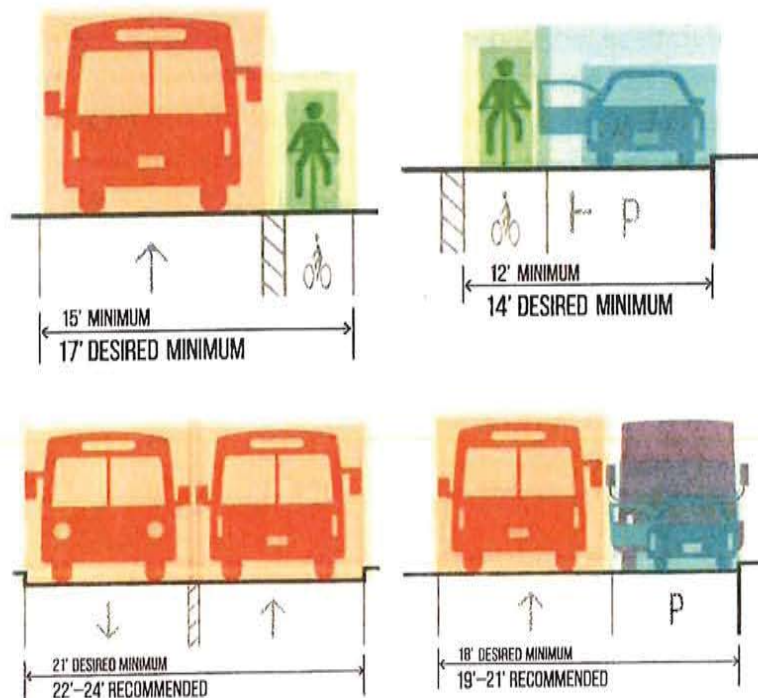
Where wide trucks commonly park or load in a parallel parking lane, potentially obstructing transit service in the adjacent travel lane, consider a parking buffer or wider travel lane.

In-street rail vehicles, including streetcar/tram/trolley and multi-unit LRVs, can operate in travel lanes 10–11 feet wide, depending on vehicle model. Mirror clearance may be a more significant factor for streetcars than for buses. Guideway and vehicle operating space must remain clear of obstacles, such as wide vehicles parked in an adjacent lane.

## ADJACENT LANE WIDTHS & USER ENVELOPES

Combine these pairs of adjacent uses to configure a street, accounting on a case-by-case basis for existing space constraints and operational characteristics.

The assembly of adjacent lanes should account for friction and user comfort; the buffer envelopes of users may overlap infrequently or at low speeds. Minimum widths



may not provide a comfortable operating space over long distances.

### Design Vehicles

(<http://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/lane-design-controls/design-vehicles/>)

(<http://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/lane-design-controls/design-speed/>)

### Design Speed

## References

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Transit Street Design Guide

- Vehicle Widths & Buffers

Keyword

Select city, or lea

SEARCH REFERENCES

## Designing Cities 2016: Seattle



Bailey, Duskin & Peiffle, P.S.  
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December 13, 2016

Marysville Planning Commission  
Marysville City Hall  
1049 State Ave.  
Marysville, WA 98270

Re: Estate of Margaret Hanson  
Our File No. 8301-2

Sent via email and regular mail

Dear Planning Commission Members:

Pursuant to my earlier correspondence of 10/25/16, I represent Margaret Larson in her capacity of Personal Representative of the Estate of Margaret Hanson, Snohomish County Superior Court case #12-4-00130-3. The Margaret Hanson Estate owns Snohomish County Tax Parcel #31051900401200, also known as 17406 – 19<sup>th</sup> Ave. NE, Marysville, WA.

I have reviewed the Planning Commission meeting minutes of 10/25/16. In it, I was encouraged to read the statements by Planning Manager Chris Holland that “any mixed use zone within the Lakewood area has the same rules and requirements for development as anything along 172<sup>nd</sup> including the Hanson estate. The City is not applying any additional regulations to this property.” Although Mr. Holland has not followed up with me as promised in the meeting, those reassurances are positive.

However, there remains statements in the plan which are concerning. For example, at page 8 of the plan, the statement remains “Consider placing a “Lakewood Community Overlay” on the area marked in brown on Figure 13 to encourage adaptive re-use over time rather than full redevelopment.” The area depicted in brown includes my client’s property. As I indicated in my 10/25/16 letter, “adaptive re-use over time rather than full development” sounds like a euphemism for “slow balling” development contrary to the requirements of the Growth Management Act. At a minimum, my clients

Marysville Planning Commission  
12/13/2016  
Page 2

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would recommend that the "Lakewood Community Overlay" not be applied to their property in the iteration of the plan to be adopted by the Planning Commission and City Council.

We thank the Commission for the opportunity to address these issues and request that the plan be modified to make clear that, as stated in the October 25 Planning Commission meeting minutes, no additional burdens would be imposed on my client's property besides those generally applicable to mixed use development within the City. I would appreciate the courtesy of a confirmation by planning staff that our understanding is correct within the next ten days' of receipt of this letter.

Very truly yours,

BAILEY, DUSKIN & PEIFFLE, P.S.



Steven J. Peiffle

SJP/ms

Encl.

Cc: Margaret Larson  
Chris Holland, Planning Manager

PLANNING  
COMMISSION



MINUTES

October 25, 2016

7:00 p.m.

City Hall

**CALL TO ORDER**

Chair Leifer called the October 25, 2016 meeting to order at 7:00 p.m. noting the excused absence of Commissioners Andes and Thetford. He noted that Commissioner Richards had informed them he would be arriving late.

**Roll Call**

**Chairman:** Steve Leifer

**Commissioners:** Roger Hoen, Kay Smith, Brandon Whitaker, Kelly Richards<sup>1</sup>

**Staff:** Planning Manager Chris Holland, Community Development Director Dave Koenig

**Absent:** Jerry Andes, Tom Thetford

**APPROVAL OF MINUTES**

October 11, 2016

**Motion** made by Commissioner Hoen, seconded by Commissioner Whitaker, to approve the October 11 Meeting Minutes.

Chair Leifer referred to page 3, the first full paragraph, and noted that the second *Lake Stevens* in the first sentence should be corrected to **Lakewood**.

**Motion** passed unanimously (4-0) to approve the minutes as corrected.

**AUDIENCE PARTICIPATION**

None

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<sup>1</sup> Commissioner Richards arrived at 7:15 p.m. and left at 8:20 p.m. due to family obligations.

## PUBLIC HEARING

### WSDOT ROW Annexation –Pre-Zone

Chair Leifer opened the hearing at 7:03 p.m. and noted there was no one in the audience. Planning Manager Holland commented that they had received no comments on this item. He stated that staff was seeking a recommendation of approval for the Council.

Commissioner Hoen asked if there were any residences involved in this. Planning Manager Holland replied that there were not.

Public Comment – None

**Motion** made by Commissioner Hoen, seconded by Commissioner Whitaker, to forward this to the City Council with a recommendation for approval. **Motion** passed unanimously (4-0).

The public hearing was closed at 7:06 p.m.

## OLD BUSINESS

### Lakewood Neighborhood Master Plan

Planning Manager Holland commented that the City received a letter today from Bailey, Duskin, and Peiffle regarding the estate of Margaret Hanson. He stated that there are some misconceptions in the comments and noted he has not had a chance to speak to these people yet. There is no overlay within the plan. It just talks about how the areas could function based on proposed developments. Any mixed use zone within the Lakewood area has the same rules and requirements for development as anything along 172<sup>nd</sup> including the Hanson estate. The City is not applying any additional regulations to this property. Any project action would be subject to the Design Guidelines based on the type of use. He clarified that there is nothing in the plan that is more stringent on the Hanson property than any other mixed use parcel in the area. He stated he would be following up with a letter to representatives of this estate explaining that.

Chair Leifer asked how the "Lakewood Community Overlay" verbiage in the Plan might have played into this misunderstanding. Planning Manager Holland explained it just highlights the assets of the area and identifies what *could* happen in the area, not necessarily what *will* happen. Chair Leifer asked if there is any intent to somehow make that area different than the rest of the areas zoned mixed use in the zone from I-5 to 19<sup>th</sup>. Planning Manager Holland replied there is not. He stated that he thinks a simple conversation with the estate will clear up this matter.

Chair Leifer asked about the other letter. Planning Manager Holland stated there was a pre-application today for the Sayani property. As part of the pre-application review, staff

met with them regarding future road alignments. Based on that, they wanted to submit something via email quickly for the Planning Commission's consideration about financing those road improvements. They are not contesting the connectivity; they are just concerned about the cost and would rather participate in some kind of an LID. They also had concerns about the sewer. Planning Manager Holland said he encouraged them to meet with their neighbors to discuss this so they might be able to come to an agreement about how to finance these improvements. He explained to them that the Plan itself is not a financing document. He also informed them that amendments to the Transportation Element will be made to include the arterials within the Lakewood Neighborhood to be on the traffic impact fee calculation. This could result in the possibility of land dedication for right of way that can be credited against traffic impact fees.

Chair Leifer recommended staff talking with the owners of the Hanson property before the Planning Commission takes any action. He commented that the letter regarding the Sayani property had also been received and noted.

Chair Leifer asked if the Level of Service in that area could be problematic for some of the development they are trying to improve the roads for. Planning Manager Holland explained that right now it isn't, but that could change as future development occurs. The acceptable Level of Service of 172<sup>nd</sup> is Level of Service D. Chair Leifer asked how this might impact development in that area. Planning Manager Holland replied that would be up to the traffic engineers to determine. If a development would impact any intersections to a Level of Service that's unacceptable then they need to propose improvements to bring it up to an acceptable Level of Service. Community Development Director Koenig explained that the City could also look at the interchange in anticipation of it being built and factor that into a conditional approval.

Planning Manager Holland presented the Draft Design Guidelines and solicited comments from the Planning Commission. He explained this expands on what is currently in place for the City. The overlay area encourages adaptive reuse of existing building over time to maintain a rural crossroad character. It requires buildings orient to the human-scale local streets. It provides for Pedestrian-Oriented Public Areas Designations, including commercial areas and streets, trails and parks. It requires high-quality common open space for new multi-family development. It requires comfortable pedestrian routes that connect to a Lakewood-wide "active transportation" network.

Commissioner Richards asked if this could open things up for more crime. Planning Manager Holland noted that could be, but more eyes in an area also acts as a deterrent. This also allows police to drive by and be able to see what is going on.

He continued to explain that the guidelines would require commercial buildings to provide a well-defined streetscape; pedestrian oriented facades; weather protection over building entries; pedestrian sidewalks required between parking lots and storefronts; smaller builder elements near the entries of large buildings in order to maintain a human scale; façade modulation and articulation; and detail elements. It



would build on the existing character and would require an active ground floor on specific street sections.

Chair Leifer commented these seem like a regurgitation of what was developed for downtown. Planning Manager Holland agreed that the design regulations expand upon the East Sunnyside-Whiskey Ridge, and Downtown Design Guidelines.

Chair Leifer referred to the letter regarding the estate of Margaret Hanson where they expressed concern about the guidelines being modified at the discretion of the Community Development Director. He asked what the likelihood is of that happening. Planning Manager Holland explained that they would all be reviewed administratively, and no one wants it to go to a design review board.

Director Koenig explained that the discretion of the Community Development Director allows for some flexibility to modify and try different things when it makes more sense. Chair Leifer referred to the letter from Sayani and asked if they would be required to stub sewers through their property so they can be continued on to the north. Director Koenig replied they would look at that and see where the sewer should be and what would be needed for that development. If there are increased costs, such as increased sewer size or water size, those would be credited to their fees.

Planning Manager Holland reviewed the Draft Vehicular Network Map for the Lakewood Neighborhood Master Plan. He noted that these are all concepts, and it really will depend on the development that happens. He also reviewed the Land Technologies Road Connection Proposal, the Leifer Road Connection Proposal, and the Andes Road Connection Proposals

Chair Leifer referred to the Lakewood "Triangle" and noted it allows for sort of a beltway concept with the opportunity to make some lateral connections. He agrees with the idea that all the traffic will be hitting the roundabout at 19<sup>th</sup> and come down the right-of-way along the railroad if they're not going to the shopping center. He also thinks that the people coming south on 23<sup>rd</sup> are going to get off on 19<sup>th</sup> and head down the railroad if they want to get on the freeway or go to over the overpass. Planning Manager Holland replied that the residential people would not be likely to go west to go south. They would just head south. These residential people would mainly be coming from the Wakefield and Vintage complexes. Chair Leifer discussed how he sees potential traffic patterns of drivers and commented that he feels 23<sup>rd</sup> Avenue would be redundant. He also stated that the confluence of the railroad right-of-way arterial and 23<sup>rd</sup> down by the lower end of the property by the mobile home park would create kind of a choke point. He asked if staff has taken a closer look at how that would be resolved. Planning Manager Holland replied that it is likely to be a roundabout at that location.

Chair Leifer summarized that he would be supportive of this road plan if there was a designation on the section south of 169<sup>th</sup> on 23<sup>rd</sup> to allow access to the property owners there on the basis of a collector arterial based on what he thinks will actually happen with that section of road. He agrees that Wakefield and that development will use it, but doesn't think that is a big number of trips in a day relative to what an arterial can carry.

Planning Manager Holland referred to section 4.1.3 which states that specific alignments have not been identified for the planned collector roads. Alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned collector roads also may be classified as arterials in the future depending on specific design and access requirements at the time the corridor is developed. Chair Leifer commented that this would allow for the concept of local access. Planning Manager Holland agreed. Planning Manager Holland commented that this is the kind of language he would like to put in the plan. Chair Leifer commented that he thinks the arterial going down the railroad would probably be a minor or a primary arterial. Planning Manager Holland thought it could carry quite a bit of traffic, but it definitely needs to be looked at.

Chair Leifer commented that when you're going north on 30<sup>th</sup> Avenue NE with a truck and trailer, it's impossible to get around the corner without going into the other lane. This is the reason he proposed his initial plan to connect there in order to provide a greater width.

There was consensus to hold a hearing for the Capital Facilities Plans for the school districts on November 9.

## CITY COUNCIL AGENDA ITEMS AND MINUTES

### ADJOURNMENT

**Motion** made by Commissioner Smith, seconded by Commissioner Whitaker, to adjourn the meeting at 8:31 p.m. **Motion** passed unanimously.

**NEXT MEETING** – November 9

  
Chris Holland, Planning Manager for  
Laurie Hugdahl, Recording Secretary

**CITY OF MARYSVILLE**  
**Marysville, Washington**

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, GUIDING DEVELOPMENT IN THE LAKEWOOD NEIGHBORHOOD BY AMENDING THE CITY COMPREHENSIVE PLAN TO ADOPT THE LAKEWOOD NEIGHBORHOOD MASTER PLAN AND AMENDING THE CITY'S LAND USE REGULATIONS TO ADOPT MARYSVILLE MUNICIPAL CODE CHAPTER 22C.065, LAKEWOOD NEIGHBORHOOD MASTER PLAN AREA – DESIGN REQUIREMENTS.**

**WHEREAS**, the City of Marysville has proposed under RCW 36.70A.130(2)(a)(i) to amend its comprehensive plan by the adoption of the Lakewood Neighborhood Master Plan; and

**WHEREAS**, the State Growth Management Act, RCW Chapter 36.70A mandates that cities periodically review and amend the comprehensive plan and development regulations; and

**WHEREAS**, RCW 36.70A.106 requires the processing of amendments to the City's comprehensive plan and development regulations in the same manner at the original adoption of the City's comprehensive plan and development regulations; and

**WHEREAS**, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

**WHEREAS**, the City, in reviewing and amending its comprehensive plan and development regulations has complied with the notice, public participation and processing requirements established by the Growth Management Act, as more fully described below; and

**WHEREAS**, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's comprehensive plan and development Code (MMC Title 22); and

**WHEREAS**, Marysville Community Development Department held two neighborhood public meetings to introduce and obtain feedback on the proposed comprehensive plan and development regulation revisions on March 24, 2015 and October 21, 2015; and

**WHEREAS**, public notice of the proposed comprehensive plan and development regulation revisions, soliciting comments from the public, was provided in accordance with MMC Chapter 22G.010 Article II, *Public Notice Requirements*, and consisted of:

- (1) publishing notice in the Marysville Globe on April 30, 2016;
- (2) posting notice at Marysville City Hall, Marysville Public Works, Marysville Public Library, Marysville and Lakewood Post Offices, Marysville web page and Channel 21; and
- (3) mailing to the Marysville Comprehensive Plan Environmental Impact Statement distribution list.

**WHEREAS**, the Planning Commission discussed the above-referenced comprehensive plan and development regulation revisions during public meetings held on December 8, 2015, March 22, 2016, May 10, 2016, September 13, 2016, and October 25, 2016; and

**WHEREAS**, after providing notice to the public as required by law, the Marysville Planning Commission held, on December 13, 2016, a public hearing on the proposed comprehensive plan and development regulation revisions; and

**WHEREAS**, at a public meeting on March 27, 2017, Marysville City Council reviewed and considered the proposed comprehensive plan and development regulation revisions proposed by the Marysville Planning Commission; and

**WHEREAS**, the Community Development Department submitted the proposed comprehensive plan and development regulation revisions to the Washington State Department of Commerce as required by RCW 36.70A.106; and

**WHEREAS**, the proposed comprehensive plan and development regulation revisions were received by Washington State Department of Commerce on April 27, 2016, processed with Material ID # 22333, and no comments were received from Washington State agencies; and

**WHEREAS**, the City has complied with the requirements of the State Environmental Policy Act, RCW Ch.43.21C (SEPA) by issuing Addendum No. 24 to the Final Environmental Impact Statement (FEIS) of the Marysville Comprehensive Plan for the proposed comprehensive plan and development regulation revisions on July 11, 2016, in accordance with WAC 197-11-625 and no appeals were filed;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON. DO ORDAIN AS FOLLOWS:**

**Section 1. Approval of Planning Commission's Recommendation and Adoption of Findings and Conclusions.** The Planning Commission's December 13, 2016 Recommendation regarding the proposed comprehensive plan and development regulation revisions, including the Findings and Conclusions contained therein, as set forth in the attached **Exhibit A** is hereby adopted and incorporated herein by this reference.

**Section 2. Required Findings.** In accordance with MMC 22G.010.500, the following findings are made regarding the comprehensive plan and development regulation amendments subject of this ordinance:

- (1) The amendments are consistent with the purposes of the comprehensive plan;
- (2) The amendments are consistent with the purpose of MMC Title 22;
- (3) There have been significant changes in the circumstances to warrant these amendments; and
- (4) The benefit or cost to the public health, safety and welfare is sufficient to warrant adoption of the amendments.

**Section 3. Adoption of Lakewood Neighborhood Master Plan.** The City of Marysville Comprehensive Plan is hereby amended by adopting the Lakewood Neighborhood

Master Plan, which is attached hereto as **Exhibit B** and is incorporated herein by this reference.

**Section 4.** MMC Title 22C *Land Use Standards* is hereby amended by adopting MMC Chapter 22C.065 to read as follows:

**MMC Chapter 22C.065 Lakewood Neighborhood Master Plan Area – Design Requirements**

**Sections:**

22C.065.010	Purpose.
22C.065.020	Applicability and interpretations.
22C.065.030	Location.

**22C.065.010 Purpose.**

The purpose of this chapter is to apply the design standards and guidelines in the Lakewood Neighborhood Master Plan, as adopted by **Ordinance No. \_\_\_\_\_**, as legally required standards for all new construction in the Lakewood Neighborhood master plan area (MPA). It is also the purpose of this chapter to:

- (1) Encourage the realization and creation of a desirable and aesthetic environment in the Lakewood Neighborhood MPA;
- (2) Encourage and promote development which features amenities and excellence in site planning, streetscape, building design and contribution to community charm;
- (3) Encourage creative approaches to the use of land and related physical developments;
- (4) Provide clear objectives for those embarking on the planning and design of projects in the Lakewood Neighborhood;
- (5) Increase awareness of design considerations among the citizens of the Lakewood Neighborhood; and
- (6) Bring the range of uses together by individual site plans that will:
  - (a) Demonstrate how the elements of the site relate to the street front;
  - (b) Provide for compatibility with adjacent land uses;
  - (c) Provide protection or mitigation of natural features;
  - (d) Enhance street fronts and street corners;
  - (e) Promote public safety;
  - (f) Incorporate service areas and storm water facilities in a nonobtrusive manner; and
  - (g) Provide convenient pedestrian and vehicle circulation connecting on-site activities with adjacent pedestrian routes and streets.

**22C.065.020 Applicability and interpretations.**

- (1) Applicability.
  - (a) The design guidelines set forth in the Lakewood Neighborhood Master Plan, as adopted by **Ordinance No. \_\_\_\_\_**, shall apply to all new construction in the Lakewood Neighborhood MPA.
  - (b) The design guidelines shall be legally required standards, which shall be applied by the city to all development approvals and permits in the Lakewood Neighborhood MPA.
  - (c) The following activities shall be exempt from these standards and guidelines:

(i) Construction activities which do not require a building permit;

(ii) Interior remodels of existing structures;

(iii) Modifications or additions to existing multi-family, commercial, industrial, office and public properties when the modification or addition:

(A) Constitutes less than 10 percent of the existing horizontal square footage of the use or structure; and

(B) Constitutes less than 10 percent of the existing building's exterior facade.

(d) These standards and guidelines are intended to supplement the existing and future land use standards in the Marysville Municipal Code. The design standards will be in addition to the base standards and a site plan approval process will be required by the City of Marysville. Due to the high variety of uses allowed, some incompatibility between this plan and the Marysville Municipal Code may arise. If there is a conflict that arises between this Master Plan and the Marysville Municipal Code, the city's Community Development Director (the "director") will issue an administrative interpretation to define which code standard will apply based on which is more in the public interest and more consistent with the comprehensive plan.

(2) Interpreting and Applying the Design Standards.

(a) These standards capture the community visions and values as reflected in the comprehensive plan's neighborhood planning areas. The director retains full authority to determine whether a proposal meets these standards.

(b) Within these standards, certain words are used to indicate the relative importance and priority the city places upon a particular standard.

(i) The words "shall," "must," "will," and "is/are required," or words with their equivalent meaning, mean that the development proposal must comply with the standard unless the director finds that:

(A) The standard is not applicable in the particular instance; or

(B) The development proposal meets the intent of the standards in some other manner.

(ii) The word "should," or words with its equivalent meaning, means that the development proposal will comply with the standard unless the director finds that:

(A) The standard is not applicable in the particular instance;

(B) The development proposal meets the intent of the standards in some other manner; or

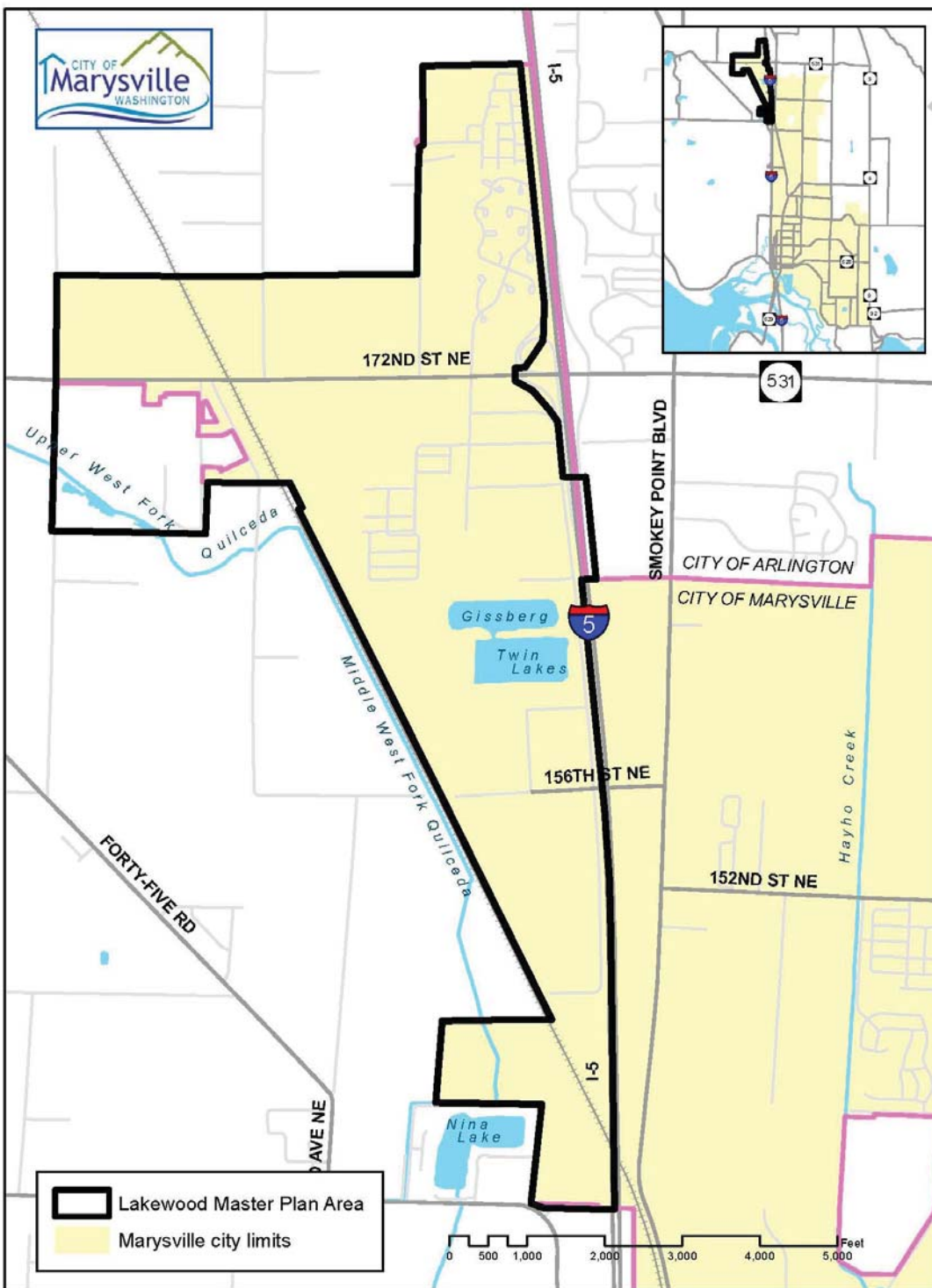
(C) There is convincing evidence that applying the standard would not be in the public interest.

(iii) The words "is/are encouraged," "can," "consider," "help," and "allow," or words with their equivalent meaning, mean that the action or characteristic is allowed and will usually be viewed as a positive element in the city's review.

(c) The project proponent may submit proposals that he/she feels meet the intent of the standards but not necessarily the specifics of one or more standards. In this case, the director will determine if the intent of the standard has been met.

**22C.065.030 Location.**

The Lakewood Neighborhood MPA encompasses Planning Area No. 11, as identified in Section 4 Land Use Element of the Marysville Comprehensive Plan, and is generally bounded by the railroad on the west, I-5 on the east, and the City's Urban Growth Area boundary north of 172nd St NE. Near 172nd St NE, the planning area extends across the railroad to include Lakewood schools. At the south tip of Lakewood, the area again extends west of the railroad, as identified in the following map:



**Section 5.** MMC 22A.010.160 is hereby amended to add the following reference to this adopted ordinance in order to track amendments to the City’s Unified Development Code:

**“22A.010.160 Amendments.**

The following amendments have been made to the UDC subsequent to its adoption:

<u>Ordinance</u>	<u>Title (description)</u>	<u>Effective Date</u>
_____	Lakewood Neighborhood Master Plan Area – Design Requirements	_____, 2017”

**Section 6. Severability.** If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of March, 2017.

CITY OF MARYSVILLE

By: \_\_\_\_\_  
JON NEHRING, MAYOR

Attest:

By: \_\_\_\_\_  
CITY CLERK

Approved as to form:

By: \_\_\_\_\_  
JON WALKER, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_  
(5 days after publication)



# *Index #16*

**CITY OF MARYSVILLE AGENDA BILL**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: March 27, 2017**

<b>AGENDA ITEM:</b>	
Resolution of Support for the “CERB” Planning Grant Application to the Washington State Department of Commerce to Develop a Plan for the Arlington Marysville Manufacturing and Industrial Center	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b>
Dave Koenig	
<b>DEPARTMENT:</b>	
Community Development	
<b>ATTACHMENTS:</b>	
Proposed Resolution	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
<b>SUMMARY:</b>	

The City of Marysville is working with the Economic Alliance of Snohomish County, the City of Arlington, Community Transit, and the Port of Everett to put together grant applications to fund a plan effort for the Arlington Marysville Manufacturing Industrial Center. A plan which documents that the Arlington Marysville Manufacturing Industrial Center has the desire, capacity and development potential to play a regional role in attracting and accommodating a significant share of the region’s employment growth. This plan will look at the infrastructure and other needs to develop the area. There will be an outreach to property owners and interested parties to be involved with this plan effort. This grant application is competitive and we hope that by working together we can be successful in receiving funding. The grant request is for \$50,000.00 and requires a 33% match.

<b>RECOMMENDED ACTION:</b>
Approve the attached Resolution in support of the “CERB” Planning Grant Application to the Washington State Department of Commerce to Develop a Plan for the Arlington Marysville Manufacturing and Industrial Center

**CITY OF MARYSVILLE  
Marysville, Washington**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY OF MARYSVILLE, WASHINGTON  
SUPPORTING THE “CERB” PLANNING GRANT APPLICATION TO THE  
WASHINGTON STATE DEPARTMENT OF COMMERCE; TO DEVELOP A  
PLAN FOR THE ARLINGTON MARYSVILLE MANUFACTURING AND  
INDUSTRIAL CENTER**

**WHEREAS**, the City of Marysville is in support of the continual development of the Arlington Marysville Manufacturing Industrial Center providing family wage industrial and manufacturing jobs in Snohomish County, Washington; and

**WHEREAS**, the City of Marysville is working with the City of Arlington, the Economic Alliance of Snohomish County, the Port of Everett and property owners to develop a plan for the Arlington Marysville Manufacturing Industrial Center as part of the regional center recognition by the Puget Sound Regional Council; and

**WHEREAS**, the City of Marysville considers it in the best public interest of our residents to invest in the community to enhance job creation in our region; and

**WHEREAS**, the City of Marysville is applying for a “CERB” Grant from the Department of Commerce to develop a plan for the development of the Arlington Marysville Manufacturing Industrial Center over the next 20 years; and

**WHEREAS**, working with the Port of Everett on freight connections to the Arlington Marysville Manufacturing Industrial Center is an important partnership;

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Mayor is authorized to make a formal application to the Department of Commerce for CERB Planning Grant assistance; and
2. Any funding assistance received shall be used for the development of this plan; and
3. The Maysville City Council supports the application for the planning grant to the Department of Commerce “CERB” program for the Arlington Marysville Manufacturing Industrial Center.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

CITY OF MARYSVILLE

By: \_\_\_\_\_  
JON NEHRING, MAYOR

Attest:

By: \_\_\_\_\_  
APRIL OBRIEN, CITY CLERK

Approved as to form:

By: \_\_\_\_\_  
JON WALKER, CITY ATTORNEY