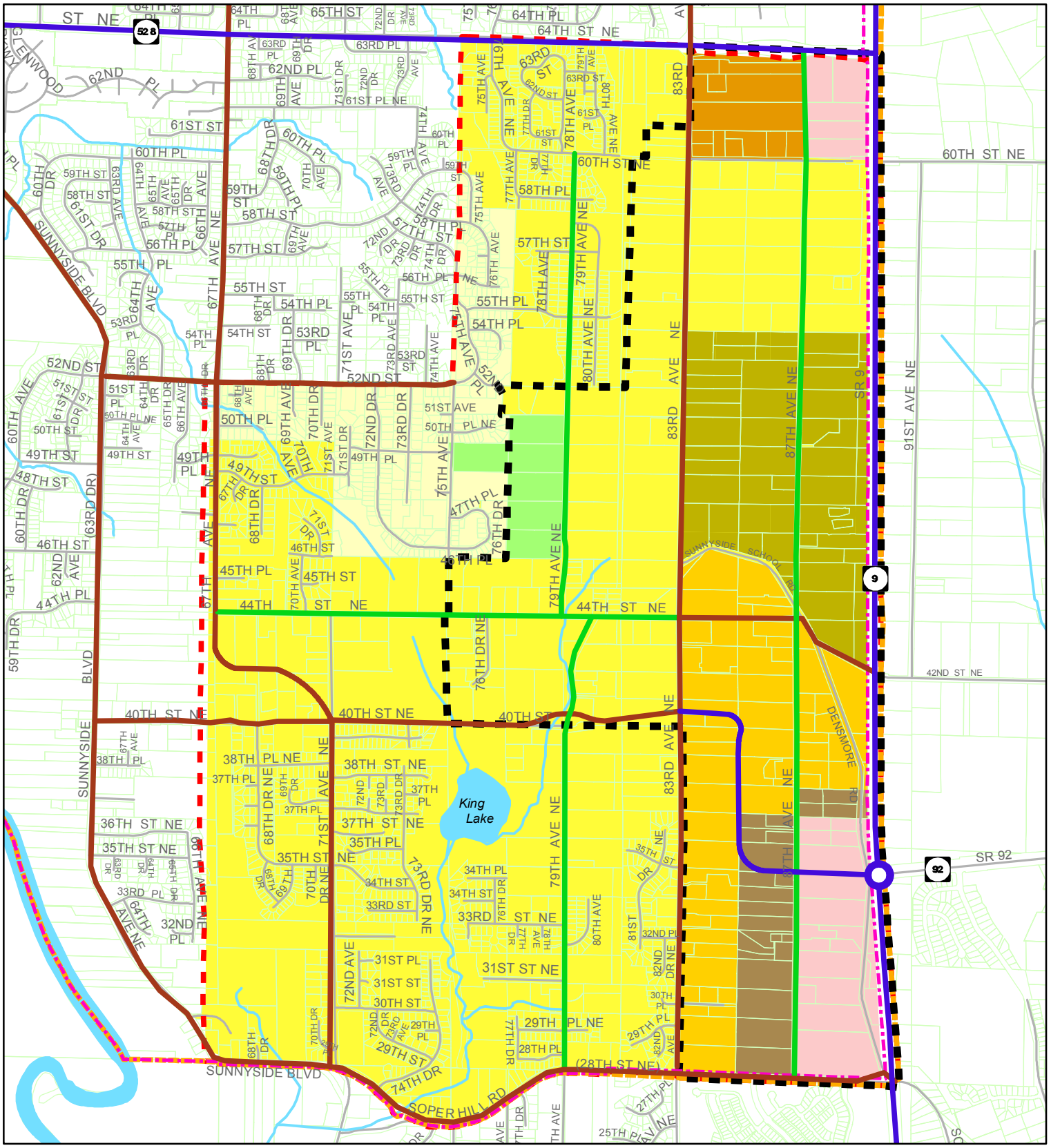
EAST SUNNYSIDE-WHISKEY RIDGE SUBAREA PLAN

City of Marysville
May 14, 2007



City of Marysville

East Sunnyside/Whiskey Ridge Master Plan

East Sunnyside Neighborhood

May 14, 2007

Marysville City Limits
Marysville Urban Growth Area
East Sunnyside Neighborhood
Master Plan Expansion Area
Parcels

Proposed Arterials
PRINCIPLE
MINOR
COLLECTOR

Community Business
Mixed Use
Multi-Family Medium
Multi-Family Low
Single Family 4.5-8
Single Family 6.5
Recreation

N

0 500 1,000 2,000 Feet

PLANNING AREA #4: EAST SUNNYSIDE/WHISKEY RIDGE NEIGHBORHOOD

This neighborhood is the southeasterly corner of Marysville. It is bounded by Soper Hill Road on the south, Highway 9 on the east, 64th Street NE/SR 528 on the north, 67th Avenue NE and 75h Avenue NE on the west, and 52nd Street NE. The East Sunnyside neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

A special study area has been designated within this neighborhood called the East Sunnyside/Whiskey Ridge subarea plan. The subarea plan follows the general planning area discussion for this neighborhood.

I. Land Uses

The East Sunnyside/Whiskey Ridge neighborhood includes approximately 1595 acres.

a. Residential

Residential uses include high density single family and medium density single family uses. High density single family, permits duplexes outright.

b. Commercial

A potential Neighborhood Commercial location is at the intersection of 44th Street NE and 71st Avenue NE. Larger Community Commercial uses are located along Hwy 9, from the SR 92 south to Soper Hill Road. Mixed use commercial areas are also proposed along the west side of 83rd Avenue, serving as a transition use between adjoining Community Commercial and Multifamily land uses.

Table 4-25 details the land use distribution for this neighborhood under the preferred alternative.

Table 4-25 East Sunnyside/Whiskey Ridge Neighborhood Land Capacity, 2005 – 2025

Land Use Designation	CB	MU	MFM	MFL	SFH	SFM	Rec	Total
Total Acres	69	47.1	32.6	147.6	1138.6	111.9	28	1574.8
Builable Acres	58.2	46.0	30.9	142.8	960.8	107.1	20.5	1366.3
Existing DU's	10	17	12	51	608	197	1	896
Existing Pop.	20	49	35	148	1216	394	2	1864
Existing Employees	0	0	0	0	0	0	0	0
Additional DU's	0	247	245	690	2512	108	0	3802
Additional Pop.	0	716	711	2001	5024	216	0	8668
Additional Employees	480	177	0	0	0	0	0	657
Total DU's	10	264	257	741	3120	305	1	4698
Total Population	20	766	745	2149	6240	610	2	10532
Total Employees	480	177	0	0	0	0	0	657

II. Housing & Employment Analysis

Table 4-26 identifies existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-55 shows the general land use distribution for this neighborhood.

Table 4-26 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	896	4698
Multi Family DU's		1262
Single Family DU's		3245
Population Estimate	1864	10532
Employment Estimate	0	657

Figure 4-55 East Sunnyside/Whiskey Ridge Neighborhood Land Use

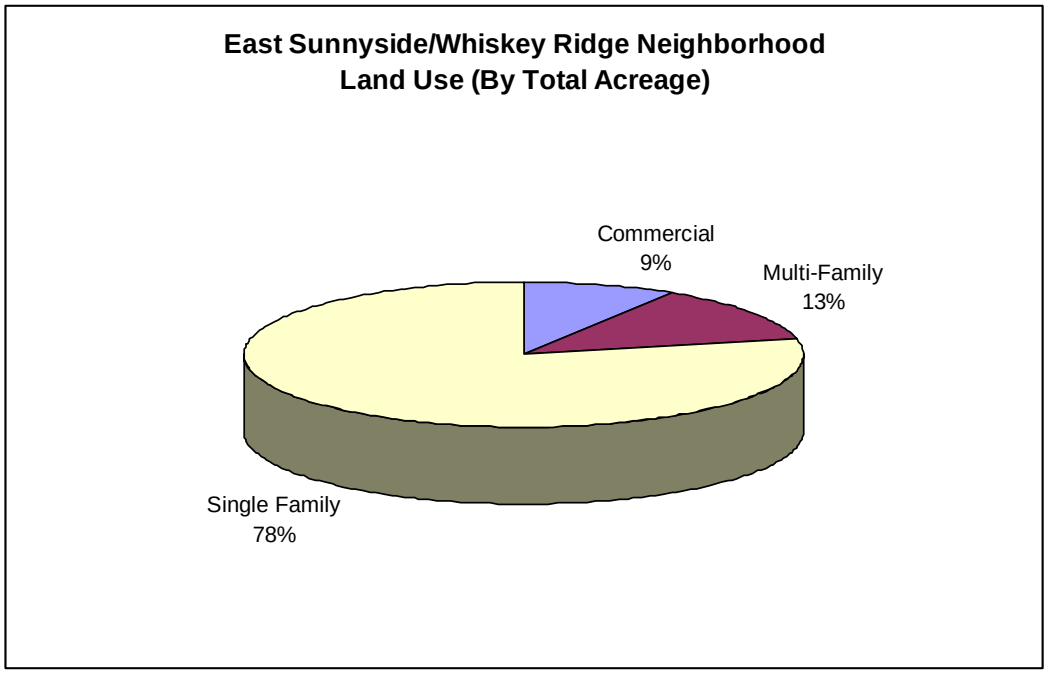


Table 4-26 and Figure 4-55 depict the future land use mix by acreage and dwelling units. The preferred alternative would produce a Multi-family to Single Family ratio of 72% single family and 28% multifamily unit distribution within the planning area. It is anticipated that the resulting single family may be higher than reflected in these figures, as developers may propose to construct single family units in multiple family zones.

III. Transportation

a. Arterial Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-27.

Table 4-27 East Sunnyside/Whiskey Ridge Neighborhood Streets and Classifications

Street	Classification	Lanes	Description/Comment
64th Street/SR 528	Principal Arterial 4th Street to SR-9	5	Arterial Streetscape
35th/40th Street (SR 92 extension)	Principal Arterial (83rd Street to SR-9)	5	Arterial Streetscape
Sunnyside Blvd.	Minor Arterial (3rd Street to Soper Hill Rd)	3	Arterial streetscape Bicycle lanes
Soper Hill Road	Minor Arterial (Sunnyside to SR-9)	3	Arterial streetscape Bicycle lanes
83rd Avenue NE	Minor Arterial (64th Street to Soper Hill Road)	3	Arterial Streetscape Bicycle lanes (parts)
67th Avenue	Minor Arterial (64th Street to 44th Street)	3	Arterial streetscape Bicycle lanes
44th Street	Minor Arterial (83rd Avenue to SR-9)	3	Arterial Streetscape
52nd Street NE	Collector Arterial (Sunnyside to 75th Avenue)	2	Bicycle lanes
44th Street	Collector Arterial (67th Avenue to 83rd Avenue)	2	Bicycle lanes
35th/40th Street (SR 92 extension)	Collector Arterial (Sunnyside to 83rd Avenue)	2	Arterial Streetscape
67th/71st Avenues	Minor Arterial (44th Street to Soper Hill Road)	2	
44th Street	Collector Arterial (Sunnyside to 83rd Avenue)	2	
79th Avenue	Collector Arterial (40th Street to Soper Hill Road)	2	
87th Avenue NE (Soper Hill to SR 528)	Collector Arterial	2	Arterial Streetscape Bicycle lanes (parts)

The appropriate standard for classified roads is included for reference and information in Appendix A of the Whiskey Ridge subarea plan, however it should be noted that this standard can be revised through the Engineering Design and Development Standards (EDDS) amendment procedure through subsequent action by the City.

b. Arterial Street Facility Needs within the Neighborhood

Projects listed here are identified transportation needs within the subarea. Project descriptions, need, cost, funding and timing are identified in the Table 4-28.

Table 4-28 East Sunnyside/Whiskey Ridge Major Road Projects

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
SR 528 (83rd Avenue to Hwy 9)	Widen to 5 lanes with an exclusive bicycle lane.	Capacity	WSDOT Developer Frontage Improvements
35th/40th Street (SR 92 extension) from 83rd Ave to SR-9	Dedicate right of way and construct 5 lanes	Identified in Whiskey Ridge Subarea Plan for area circulation	$2,000,000 – City & Developer Frontage Improvements
Sunnyside Blvd. (52nd Avenue NE to South City limits)	Widen to 3 lanes with an exclusive bicycle lane.	Recommended 6 year improvements	$3,700,000 – 6 year plan, funding anticipated within 6 years from transportation revenues.
Soper Hill Road	Construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements
83rd Avenue NE (64th Street to Soper Hill Rd)	Dedicate additional right of way and Construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements
67th Avenue (40th St NE to 88th St NE)	Dedicate additional right of way and Construct 8 foot shoulders lacking curb, gutter and sidewalk	Recommended 20 year improvements	$300,000-6 year plan, funding anticipated within 6 years from transportation revenues.
44th Street(connecting 67th Ave NE to SR-9)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	$3,700,000 City & Developer Frontage Improvements
40th Street (connecting Sunnyside to 83rd Avenue NE.	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	$10,600,000 City & Developer Frontage Improvements
67th /71st Avenue NE (connecting 44th Street NE and Soper Hill Road)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	Developer Frontage Improvements

c. Transit Facilities and Services

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64th Street (SR-528) connecting Lake Stevens to

Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67th Street. Service is limited to the morning and afternoon commuter hours.

Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64th Street, which limits effective coverage to East Sunnyside residents within 1,500 feet of 64th Street.

As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a collector or minor arterial street within the Whiskey Ridge community, such as 83rd Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following streets should include provisions for future bus routes as shown on ***Figure 4-56:***

- Sunnyside Boulevard
- Soper Hill Road
- 40th / 35th Street / SR-92
- 83rd Avenue
- 67th / 71st Avenues

Assuming that bus routes will continue to operate on 64th Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on ***Figure 4-56.***

d. Non Motorized Facilities

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose trail is provided.

A network of trails and bike lanes is shown on ***Figure 4-57.***

Multi-purpose Trails are recommended in the following corridors:

- ***Densmore / Sunnyside School Road*** right-of-way should be converted to a north-south trail or a local access road with a road-side trail.
- ***A PSE Corridor*** runs parallel and west of 79th Avenue from Soper Hill Road to 64th Street and beyond. Proposed as the Whiskey Ridge Trail it would provide excellent north-south connections to homes, parks, shops and bus routes
- ***52nd Street*** would provide an excellent east-west opportunity to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

Bike Lanes *(or multi-use road-side trails)* are recommended in the following corridors:

- ***Sunnyside Boulevard / Soper Hill Road*** corridor should include bike lanes and sidewalks or a multi-use road-side trail.
- ***67th / 71st Avenues*** from 64th Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side trail.
- ***44th Street*** could be a preferably route to 40th Street for bike lanes from 67th Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67th Avenue to Sunnyside Boulevard would be desirable.
- ***54th Street/55th Place*** could use bike lanes or a trail to provide continuity of the 52nd Street trail east to the Whiskey Ridge (PSE) Trail.
- ***87th Avenue*** would be a preferable north-south route to 83rd Avenue for bike lanes or a multi-use road-side trail due to the proximity of 83rd Avenue to the potential Whiskey Ridge Trail. 87th Avenue would also provide continuity of the Densmore / Sunnyside School Trail.

d. Transportation Strategies and Issues (Arterial Streets, Transit, and Non-motorized Facilities)

Transportation Projects

A number of the projects listed above are unfunded. As a result, it will be especially important to work with property owners, citizens and outside agencies to explore opportunities for project financing. In many cases, along existing arterial right of way, developer frontage improvements will accomplish widening and construction of a full urban street standard. In other cases, a road improvement district (RID) may provide a mechanism for moving the projects forward. The subarea plan strategies for East Sunnyside/Whiskey Ridge also include recommendations for use of residential density incentives and creditable improvements (toward impact fees) to accomplish needed but unfunded projects within the immediate neighborhood.

The growth in Sunnyside is occurring at much higher rates here than in other parts of the city. Currently the minor and collector arterial system is developed to rural standards with site specific developer improvements along development frontage. This leaves many unimproved and discontinuous sections along major roads. Growth must be accompanied by improvements to these rural roads to provide urban level street, stormwater and sidewalk improvements. Increases in residential densities should only be proposed if transportation facilities can be enhanced by concurrent passage of an RID, impact fee assessments or other mechanisms to fund needed road improvements. The transportation element identified key transportation connections that must be provided with new development. It is essential that these connections occur with new development.

1) Sunnyside Boulevard has become a major thoroughfare for vehicles traveling to Interstate 5 and Everett as well as Highway 2 and Lake Stevens. Design costs for Sunnyside Boulevard, Third Street to 52nd Street NE, were moved to the 6 year transportation improvement program project list in 2006 as high growth within the subarea has increased traffic and urgency to construct an additional lane (3-lane section) and a bike path for bike and pedestrian travel.

2) Installation of the signal at 52nd Street NE & Sunnyside Boulevard (listed in Sunnyside Projects, Table 4-25) is a key priority for this area, as the intersection is currently below the accepted level of service.

3) 35th/40th Street (SR 92 Extension). The Whiskey Ridge subarea plan identified creation of a new road alignment at 40th Street/35th Street to SR-9. This proposed road would provide a connection to SR-9 at the intersection of SR-92. It would provide another east-west arterial other than Sunnyside Boulevard to serve the growing southwest portion of the Marysville UGA. It will likely alleviate the need to widen Sunnyside Blvd and Soper Hill Road, south of 52nd Street to 5 lanes, which would have affected many of the new developments and existing facilities along Sunnyside Blvd.

4) 67th Avenue/71st Avenue connection. Due to topographic, critical area, and County approved development patterns, 67th Avenue NE cannot be continued south as an arterial south of 44th Street NE. This significantly reduces the arterial system functionality for the southeast portion of the UGA. The City is recommending that 67th Avenue NE be connected to 71st Avenue NE between 40th Street NE and 44th Street NE to provide a southern connection for 67th Avenue NE to Soper Hill Road. This connection would also extend 67th Avenue NE to 40th Street NE, and also improve the intersection at 44th Street NE and 67th Avenue NE which is a 90 degree arterial turn.

5) Sunnyside Boulevard/Soper Hill Road Bike Lanes. Bike lanes are proposed on Sunnyside Boulevard to Soper Hill Road. This will provide a bicycle access route between Marysville and Lake Stevens.

6) 67th Avenue NE/71st Avenue Bicycle Lanes. A route is planned between Arlington to the north from SR 531 to 44th Street NE connecting to Sunnyside/Soper Hill Road. This would provide a bicycle route between Arlington/Marysville and Lake Stevens.

7) 44th Street NE Bicycle Lanes. This will provide a route between 67th Avenue to SR-9 and the Densmore/School Road Trail.

8) 83rd/87th Avenue NE Bicycle Lanes. Bike lanes would be constructed on 83rd Avenue, north of 44th Street NE and along 87th Avenue, south of 44th Street NE. This would also provide continuity of the Densmore / Sunnyside School Trail Bike lanes are planned from 88th Street NE extension to Soper Hill Road which will ultimately provide connection to the Centennial Trail to the north. This trail also provides connections to the towns of Arlington, Lake Stevens and Snohomish.

9) Whiskey Ridge (PSE) Trail. A proposed pedestrian/multi-purpose trail is proposed along the Puget Sound Energy transmission easement east of 79th Avenue NE. This trail will provide a separated walk path between the Getchell neighborhood and Southeast Marysville. This trail is planned to interconnect with the Centennial Trail. Additional interconnections should be planned from the Whiskey Ridge study area and new developments. Developments in Snohomish County were not consistently required to provide a recreation easement to the City of Marysville, therefore the southern portion of the trail should be rerouted south of 44th Street NE for future trail construction to provide a continuous route.

10) Densmore/Sunnyside School Road right of way. The plan proposes designation of a trail link at 44th Street to Densmore Road. Densmore Road should be converted to a local access road with a modified road standard with multi-use trail for bicycles and pedestrians. This would connect to planned sidewalks and bike lanes on Soper Hill Road.

11) 52nd Street NE. This collector arterial would provide an excellent east-west opportunity to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

12) 54th Street/55th Place could use bike lanes or a trail to provide continuity of the 52nd Street trail east to the Whiskey Ridge (PSE) trail.

Arterial Streetscape and Gateway treatments

The majority of the principal, minor and collector arterials are identified as streetscape arterial within this plan. The City shall provide standards for plantings and medians along these arterials, and provide for attractive pedestrian crossings at key intersection and gateways to the City. The southern entrance to the City at Soper Hill Road and Highway 9 and the entrance at the proposed access at Hwy 92 and Hwy 9 is a designated gateway to the City and subject to the Gateway master plan for design and construction of a gateway treatment.

IV. Parks and Recreation

This planning area has two existing park sites, Deering Wildflower Acres and a potential site at the Sunnyside Wells Reservoir, as listed in Table 4-29. There is potential for a trail along the power line easement and also potential connection to the Centennial Trail as well as the Ebey Waterfront Trail. Figure 9-2 in the Parks and Recreation Element illustrates existing and proposed trail systems in the UGA.

Table 4-29 East Sunnyside/Whiskey Ridge Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Deering Wildflower Acres	4708-79th Avenue NE	30	This park offers trails, natural areas, a meeting room and caretaker's quarters.
Sunnyside Well site	40th Street NE & 71st Avenue NE	31	This site is undeveloped and owned by the Marysville utility fund. Planned uses include a fire station and new water reservoir.

Additional public park sites should be provided to serve additional population anticipated in this subarea. Park facilities should include opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan; Densmore Road multi-use trail		Dedication and construction of trails along PSE transmission line easement and along Densmore Road
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop
Community Open Space Park	East Sunnyside/Whiskey Ridge subarea plan	10+	Potential acquisition along King Creek
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

VI. Public Services and Facilities

a. Schools

Two school districts serve this neighborhood. The Marysville School District provides school service generally west of 75th Avenue NE and the Lake Stevens School District provides service east of 75th Avenue NE.

The Marysville School District has one planned elementary school proposed for this subarea. The District plans to construct the facility within the next 6 years. The site has been identified south of 44th Street NE, east of 71st Avenue NE.

Additional growth in the Lake Stevens School District is expected to result in need for an additional elementary school within the area. The Lake Stevens School District owns property south of Sunnyside School Road, east of 87th Avenue NE, which is used for their bus parking and maintenance facility.

School	Location	Size (acres)	Description
Marysville School District	44th Street NE & 71st Avenue NE	10	Planned elementary school.
Lake Stevens School District		10	Site to be identified.

b. Water

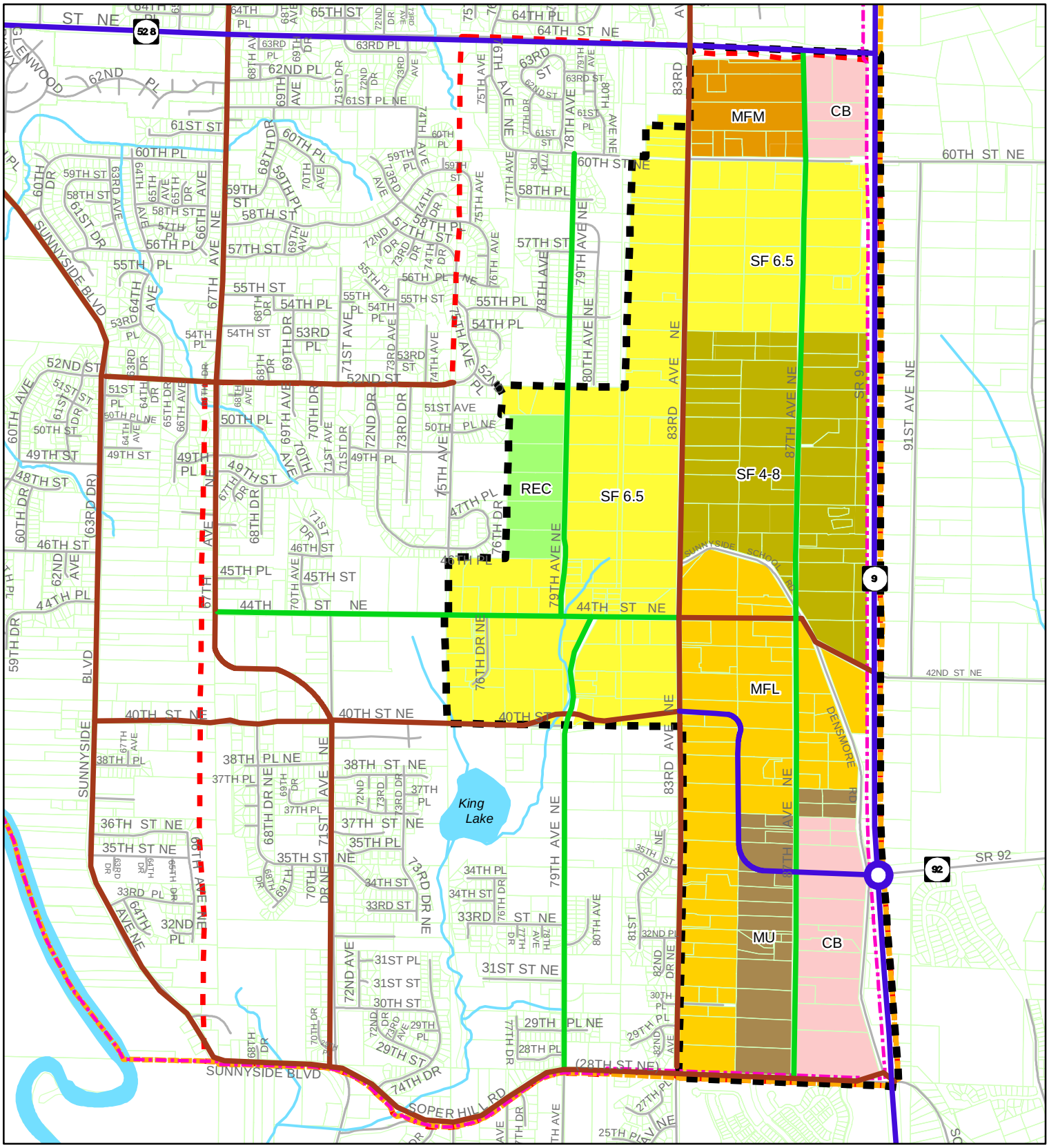
Figure 4-56 identifies water lines within the East Sunnyside/Whiskey Ridge neighborhood.

c. Sewer

Figure 4-57 identifies sewer lines within the East Sunnyside/Whiskey Ridge neighborhood.

VII. Annexation and Development Strategies

UGA expansions within this neighborhood are subject to a subarea plan for area development. The subarea plan is adopted as part of the 2006 subarea update. The subarea plan should result in a land use mix consistent with the city housing mix goals and reflect a variety of housing types and densities. Property within UGA expansion areas shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's subarea plan for the area.



City of Marysville
DRAFT
Whiskey Ridge Master Plan
Preferred Alternative

January 2007

Marysville City Limits
Marysville Urban Growth Area
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WHISKEY RIDGE SUBAREA PLAN

The subarea plan area is a subset of Planning Area 4. The preferred alternative recommends an expansion of the original subarea plan and is reflected in Figure . The expansion would result in a boundary of SR 528 on the north, Highway 9 on the east, and Soper Hill Road (28th Street NE) on the south and a westerly boundary generally west of 75th Avenue NE. The subarea plan study area includes the entirety of the East Sunnyside/Whiskey Ridge neighborhood area however, as the subarea plan includes an assessment of the surrounding area transportation and land uses with recommendations for additional modifications to zoning and development regulations for the entire neighborhood planning area. It is an area that forms the southeastern most edge of Marysville and is where the City abuts the city of Lake Stevens. This area provides a gateway into and out of Marysville and as a result, Marysville wishes to create a distinctive urban edge and facilitate the development of enduring and long- term neighborhoods for a growing community. Adoption of the subarea plan and accompanying development regulations will establish zoning for this area.

I. Background

The City of Marysville included the Whiskey Ridge area in the 2005 City comprehensive plan update. The Whiskey Ridge subarea plan area was added to the Urban Growth Area by Snohomish County in February 2006. The area was annexed to the City of Marysville in December 2006.

II. Land Use

The Whiskey Ridge subarea plan area covers 444 total gross acres. The preferred land use plan is shown in Figure 4-58. It is largely undeveloped and property is held in large predominately 10+ acre tracts. The development of the subarea plan is based on several guiding principles and a vision for creation of enduring neighborhoods. These principles are adapted from Smart Growth policies, existing City of Marysville comprehensive plan goals & policies, and input of community leaders and citizens through land use forums and discussions.

Guiding Principles and Policies

1. Mix Land Uses
2. Take Advantage of Compact Building Design
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Communities and Five-Minute Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Natural Beauty, and Critical Environmental Areas
7. Increase Densities in Appropriate Locations
8. Promote Higher Quality Density by Incentive Zoning
9. Connect People to Places
10. Create Opportunities for a Healthy Community with opportunities for Physical Activity
11. Create Great Places for People

Land Use Vision

The vision for Whiskey Ridge is to create an urban community that provides an attractive gateway into Marysville and that becomes a prototype for developing neighborhoods within the City. Marysville included the Whiskey Ridge area within its comprehensive plan and required annexation of the community prior to development application or approval for the primary reason of wanting to exert land use control. . Assignment of land uses and land use regulation provides the greatest tool for ensuring an area's long term vitality and productivity to the community at large. Marysville was interested in ensuring a land use mix within this area to balance the largely single family residential growth occurring throughout the Sunnyside area and also to ensure that new neighborhoods were created as long-term neighborhoods.

The intent of the subarea plan is to ensure that and growth contributes to the community and to creation of a long-term neighborhood. Certainly new development within the UGA provides additional housing, some of which will be affordable in keeping with GMA goals. New residential developments in the Whiskey Ridge area should provide address site planning to integrate with the surrounding planned developments as well as provide attractive internal layout. What this means is that new neighborhoods should enhance rather than diminish the surrounding area. This might occur through provision of transportation improvements that promote neighborhood walkability, population at a density to support transit and commercial services in the surrounding area, support of new facilities stretched by continuing population growth, retention of open space or parks within developing neighborhoods. As the area's natural open spaces decreases, the substitution of quality urban places should fill the gap. While recognizing the importance of affordability, this plan encourages an appropriate mix of housing types meeting a range of income levels. "Starter" neighborhoods for low-income and first-time homebuyers should be well-designed so that singles and families might choose to continue living in these neighborhoods even when their income levels might allow alternative housing options due to the attractive neighborhood setting and well-proportioned building design. In addition, the City should encourage neighborhoods representing a diverse range of lot and unit types that provide a maximum array of housing choices for Marysville residents. This includes apartments for families as well as singles and seniors, convalescent care, group housing and ranging from low to upper-income single family homes.

The Whiskey Ridge area provides a combination of beautiful westward views to the Snohomish river estuary, Everett and Sound, as well as steep hillsides, ravines, and woods. Within the greater area, there are creeks, wetlands and large ponds that will be preserved under critical areas ordinances and buffers. These provide larger tracts for protection of area habitat and wildlife. Some of these nature preserves could be acquired by nonprofit agencies or the City to provide access to the public for nature trails and passive recreation. The future will include full urban services, an active civic life for its residents built around distinct, strong residential neighborhoods, quality schools and other public buildings, convenient shopping and services, and areas of employment. Marysville is also committed to creation of a land use mix that provides both jobs and housing with commercial services in proximity the area's growing residential community throughout the Sunnyside (Planning Area 3) and East Sunnyside/Whiskey Ridge (Planning Area 4) neighborhoods. The urbanized Whiskey Ridge should have an outstanding system of public services and facilities, including schools, fire station, open spaces, active and passive recreation parks, trails,

commercial plazas, gateway features, and streetscape corridors. The sensitive environmental areas of Whiskey Ridge (wetlands, forested areas, streams) are incorporated into the urban design of the area. Streams are buffered and protected from direct urban runoff. Trails for pedestrian, bicycle and other non-motorized use are incorporated into open space planning and buffers, where appropriate. These sensitive areas remain in native plantings to provide water quality and quantity protection. Development regulations require identification and protection of significant stands of trees.

Shopping is concentrated around transportation corridors, specifically Highway 9. Accesses to shopping and employment areas are direct and efficient, capitalizing on the proximity to SR-9, SR-92, Soper Hill Road and SR528. Commercial areas emphasize pedestrian uses and have parking to the side of or in back of buildings. Commercial buildings relate to the street, and have features, such as plazas, windows on the street, distinctive entrances. Street cafes, street furniture, kiosks, and landscaping should provide attractive gathering places for area residents. Some small scale office and general services are located within neighborhoods providing convenient services such as daycare, medical/dental and personal care within the neighborhood.

Higher density housing takes the form of small lot single family attached and detached, providing new opportunities for homeownership. Multiple family apartments are well designed to integrate with adjoining single family areas. All higher density housing is located within a 1/4 mile of an open space, park and/or trail system. Arterials in the higher density section are designed as boulevards, with a center planting area to provide additional green space and safe crossing for pedestrians.

A variety of medium density detached housing opportunities fill in the spaces between the centers separated by boulevards, parks and/or trails. The community also has areas of mixed use, (housing, services and retail uses) which provide a place to live and work where one can walk or bike to homes, stores and services all located in a concentrated area. Mixed-use areas have a variety of public spaces, including village greens, public art spaces, street trees, furniture and plazas.

Urban level roads are provided in a hybrid system of strong minor and collector arterials and neighborhood access streets. Residential developments are developed with good access and circulation to the collector/arterial system but developed in individual neighborhood clusters of 60-80 units per cluster.

Urban level services include stormwater, roads, sewer and water. Stormwater systems are attractively designed so that the streets are not dominated by large concrete structures along the arterial frontage. Instead natural pond systems, underground vaults are used when feasible. If structures are placed along in view of public right of way, they are setback with substantial landscaping or construction is a decorative block wall with landscaping along the street frontage.

Conclusions

The Whiskey Ridge subarea plan area should provide a more balanced residential and commercial land use mix. To date, the growth in this and the adjoining neighborhood has been predominately housing – single family housing. Future uses should include a blend of high and medium density single and low to medium density multiple family housing. The subarea plan also includes accompanying development regulations to implement the land use plan vision, goals, and policies. These include incentives for providing additional community features including capital improvements, gathering places, gateway monuments and other amenities to enhance the growing neighborhood.

KEY CONCEPTS

1. Ensure adequate public facilities are planned to serve the area. These facilities include:
    a. Southeast Marysville Fire Station
    b. Lake Stevens School District new elementary school
    c. Neighborhood Parks -1-2 (1.5-5 acres)
    d. Community Park – 1 (10+ acres)
    e. Community Open Space – 1 (10+ acres)
    f. Trails – Whiskey Ridge Trail and extensions through neighborhoods
2. Require that transportation impacts to this area are addressed through impact fees. Establish an impact fee that supports unfunded road projects needed for development within the subarea plan area.
3. Provide for commercial uses along Highway 9. These uses while visible from Highway 9, should provide a community orientation with four-sided architecture. Sites and buildings should be attractive from Highway 9, as well as adjoining public streets such as 87th Avenue NE and internal parking access.
4. Commercial uses at Highway 9 should provide for opportunities and building orientation towards surrounding neighborhoods. While visibility from Highway 9 may be important, the primary vehicle access and orientation should be from surrounding neighborhoods.
5. Collector and minor arterials should provide substantial landscaping in keeping with the arterial streetscape plans for each arterial.
6. A connection to Highway 9 at SR 92 should be provided to provide east-west connectivity between Sunnyside Boulevard and Hwy 9.
7. The planned SR92 connection should be constructed as a boulevard, with substantial landscaping and streetscape improvements between SR 9 and 87th Avenue NE.
8. Densmore Road should be considered for a modified road standard with wide multi-use trail for connection to the planned Whiskey Ridge trail to provide pedestrian and bicycle connectivity through Marysville, and promote pedestrian activity from the residential neighborhoods to the commercial center.
9. Plan Mixed use areas along Highway 9 adjacent to the commercial center.
10. Develop design standards and guidelines to upgrade the quality of neighborhoods.
11. Promote development of attractive streets by requiring consistent fencing, walls and landscaping along arterial street frontage.
12. Promote development of attractive streets by requiring stormwater systems along arterial streets to be natural pond systems, underground vaults, or set back with additional landscaping to screen visibility from roadways.
13. Provide for flexible zoning that allows for a mix of single family and multi-family uses within residential zones.
14. Use incentive zoning as a tool to encourage higher quality higher density development and physical improvements to the neighborhood.

15. Residential uses along Highway 9 will be protected from impacts of highway noise, visibility and future widening by construction of a decorative concrete wall.
16. Power lines (distribution) along arterial streetscape streets will be relocated underground to provide a clean visual line along the right of way frontage.
17. Create a gateway at Hwy 92 and SR 9 and at Soper Hill Road and SR9.

LAND USE ALTERNATIVES AND RECOMMENDED PLAN

Staff prepared six land use alternatives for analysis prior to recommending a preferred alternative. These alternatives reflected different transportation and land use concepts. The land use concepts were developed to coincide with the various transportation concepts under review. For instance, where a higher classification arterial is proposed, the land use was intensified along the connection.

The land use designations are also unique to the subarea plan, with density and dimensions for the residential zones defined in the plan. The zones are constructed using a base density as well as maximum density. The goal is to provide for a mix of lot sizes within a specified range and land use type. Within the single family zone, a base density of 4.5 du/acre is established by this plan. A maximum density of 8 du/acre is achievable utilizing MMC 19.26, Residential Density Incentives. This allows projects to provide additional on-site and off-site neighborhood amenities to attain a higher project density. It will also create a mix of lot sizes within each zones. Within the multifamily zone, a base density of 6 is established for single family detached units, and 10 du/acre for multifamily buildings. The zone allows a maximum density of 18 du/acre. Single famly and multiple family units are allowed within multi-family zones. The Mixed Use zone has a base density of 12 du/acre and a maximum of 18 du/acre. The Mixed use zone allows multi-family developments, commercial uses, and mixed commercial/multi-family projects. Single family development is not permitted within the Mixed Use zone. The density and dimensions for each zone are described in Section VIII of this plan.

Following Planning Commission workshops, public open house, agency comment, and technical review of transportation issues, a preferred alternative was developed. The preferred alternative will implement the "Key Concepts" identified in this plan. Future development within the subarea plan will be required to meet the objectives of this plan and referenced standards.

Table 4-25details the land use distribution for each alternative.

Table 4-25 Preferred Alternative Land Capacity, 2005 – 2025

Land Use Designation	CB	MU	MFM	MFL	SFH	REC	Total
Total Acres	69.0	47.1	32.6	174.6	428.5	23.3	748.1
Builable Acres	58.2	46.0	30.9	142.8	378.6	16.9	673.5
Existing DU's	10	17	12	51	119	1	210
Existing Pop.	20	49	35	148	238	2	492
Existing Employees	0	0	0	0	0	0	0
Additional DU's	0	247	245	690	1064	0	2246
Additional Pop.	0	716	711	2001	2128	0	5556
Additional Employees	480	177	0	0	0	0	657

Total DU's	10	264	257	741	1183	1	2456
Total Population	20	766	745	2149	2366	2	6048
Total Employees	480	177	0	0	0	0	657

Following workshops with the Planning Commission, public open house, and solicitation of public comment, Community Development staff is recommending a preferred alternative. The preferred alternative most closely resembles Alternative 4, of the initially identified six alternatives. The preferred alternative is shown in Figure 4-58.

III. Housing & Employment Analysis

Existing and 2025 planned dwelling units, population, and employment figures are listed in Table 4-30.

Table 4-30 Preferred Alternative Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	210	2456
Multi family DU's		1262
Single Family DU's		1183
Population Estimate	492	6048
Employment Estimate	0	657

Figure 4-56 Whiskey Ridge Subarea Plan Land Use

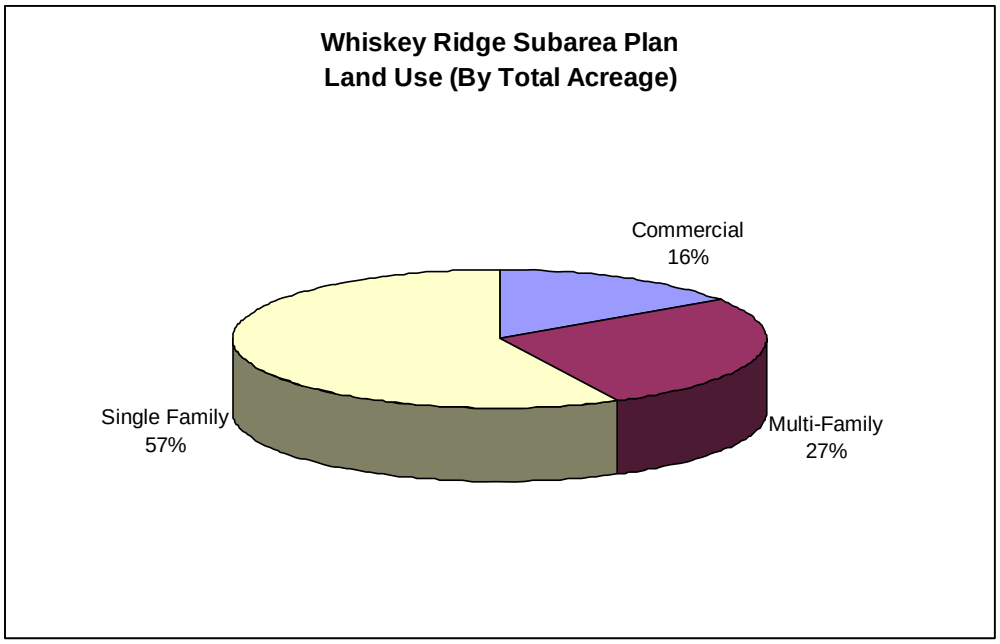


Table 4-30 and Figure 4-56 depict the future land use mix by acreage and dwelling units. The preferred alternative would produce a Multi-family to Single Family unit ratio of 48% single family and 52% multifamily unit distribution within the subarea plan. However, it is anticipated that the resulting single family unit distribution may be higher

than reflected in these figures, as developers may propose construction of single family units in multiple family zones.

IV. Transportation

a. Street Inventory

Fortunately this planning area has multiple existing north-south arterial right of ways on the east side of the study area. The addition of new east-west collectors and completion of designated collectors will strengthen area circulation. Due to rather extensive wetland and stream systems in the Sunnyside neighborhood (Planning Area 3), Development of the area immediately west of the subarea plan did not include planning for through arterials (minor or collector). This places more urgency on development of a more effective circulation system on East Sunnyside/Whiskey Ridge to allow traffic to move through the community at least impact to individual neighborhoods and to serve area growth for future decades.

Many of the existing right of ways were developed as access to farms and rural homesites. The majority of the road network consists of rural roadway sections with weathered asphalt pavement, narrow gravel shoulders if any and ditches for storm water collection.

The area streets are identified and classified in Section IIIa of the Planning Area 4 –East Sunnyside/Whiskey Ridge neighborhood summary. The following table identifies transportation segments addressed within the subarea plan.

Table 4-31
Recommended Arterial Road System

	From	To	Lanes
Principal Arterials			
SR 528 (64th St.)	4th Street	SR-9	5
35th / 40th Street (SR92 extension)	83rd Street	SR-9	5
Minor Arterials			
Sunnyside Boulevard	3rd Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	
83rd Avenue	64th Street	Soper Hill Road	3
67th Avenue	64th Street	44th Street	3
52nd Street	Sunnyside	75th Avenue	3
44th Street	83rd Avenue	SR-9	3
40th Street	Sunnyside	83rd Avenue	3
67th / 71st Avenues	44th Street	Soper Hill Road	3
Collector Arterials			
44th Street	67th Avenue	83rd Avenue	2
54th Street	83rd Avenue	SR-9	3
79th Avenue (parts)	40th Street	Soper Hill Road	2
87th Avenue (parts)	64th Street	Soper Hill Road	2

b. Transit Facilities and Services

Transit facilities and services are described in Section IIIc of the Planning Area 4 East Sunnyside/Whiskey Ridge neighborhood summary. Recommendations from IIIc to provide transit routes along identified streets shall be implemented with this plan.

Identified streets should be designed to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following streets should include provisions for future bus routes as shown on ***Figure 4-56***:

- Sunnyside Boulevard
- Soper Hill Road
- 40th / 35th Street / SR-92
- 83rd Avenue
- 67th / 71st Avenues

Assuming that bus routes will continue to operate on 64th Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on ***Figure 4-56.***

c. Transportation Strategies and Issues

This plan adds identifies additional road projects to the capital facilities plan transportation project list and provides for impact fees to support project funding. It also provides for the use of residential density incentives (RDI) to assist with construction of missing pedestrian and bicycle facilities within the community. New development is also required to construct frontage improvements (curb, gutter, sidewalks) along project frontage. The combination of these fees and regulatory mechanisms will provide necessary transportation facilities for proposed new construction.

<u>Transportation Projects.</u>

Primary transportation strategies and projects within the study area include the following:

1) Intersection improvement on the west side of Highway 9 at SR 92 to provide for connection to Marysville. This road connection, 35th/40th Street (SR 92 extension) is expected to provide alternative access from Sunnyside Boulevard to Highway 9.

2) Dedication and Construction of 35th Street NE/40th Street extension from SR 92 and Hwy 9.

3) Dedication and Construction of 67th Avenue NE extension to 71st Avenue NE between 44th Street NE and 40th Street NE.

4) Widening to 3 lanes and rebuild of Sunnyside Blvd between 52nd Street NE and Soper Hill Road.

5) Widening and frontage improvements for existing arterial streets within the study area, including 83rd Avenue NE, 87th Avenue NE.

The City will collect traffic impact fees to fund necessary road projects within the subarea plan area. Right of way and construction costs associated with these projects listed in Table 4-31 are creditable towards the traffic impact fee. Right of way dedications for these arterials may be included in net project area.

Projects included in the city-wide traffic impact fee are as follows:

Table 4-31 Whiskey Ridge Subarea Plan Road Projects (subset of Planning Area 4 projects)

Improvement	Description	Timing & Need	Estimated Cost or Proponent if not City of Marysville project
35th/40th Street (SR 92 extension between Sunnyside Blvd and SR-9).	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	City and Developer Frontage Improvements $31,000,000
67tth Ave/71st Avenue (between 44th And 40th Street NE)	Dedicate right of way and construct to standard	Identified in Whiskey Ridge Subarea Plan for area circulation	City and Developer Frontage Improvements $17,000,000

Transit Facilities and Services within the Neighborhood.

Due to the lack of existing transit service in the study area, the City should work with Community Transit to identify new opportunities for transit stops, shelters and routes to serve the area as it develops. Potential for additional routes and stops may emerge at the intersection of SR 92 and Hwy 9 as Route 221 currently travels along Hwy 9. In addition, streets identified as potential transit streets, Section IVc above, shall be designed to accommodate future bus routes.

Non-motorized System Improvements

Non-motorized facilities are described in Section IVd of the Planning Area 4 East Sunnyside/Whiskey Ridge neighborhood section. Recommended facility improvements including construction of bicycle lanes and multi-use trails shall be implemented with this plan during road design and development review.

V. Parks and Recreation

Existing and needed facilities are identified in Section IV of the East Sunnyside/Whiskey Ridge Planning Area 4 discussion. There are no active park facilities within the subarea plan or larger planning area 4 boundary. Needed facilities are as follows:

Additional public park sites should be provided to serve additional population anticipated in the subarea plan and subarea. Park facilities should include

opportunities for active recreation. The following need has been identified for the subarea:

Park	Location	Size (acres)	Description
Walking/Cycling Trails	Whiskey Ridge Trail and improvements per Whiskey Ridge subarea plan		Dedication and construction of trails
Community Park	Whiskey Ridge subarea boundary	10	Identify site, purchase and develop active recreation facility
Community Open Space	East Sunnyside/Whiskey Ridge subarea boundary	10	Potential pond acquisition for natural area
Neighborhood Park	Whiskey Ridge subarea boundary	1.5-5	Identify site, purchase and develop

An open space network with parks and bicycle, pedestrian and other non-motorized access shall be integrated into development of this area. The alignment, along the PSE easement, called the Whiskey Ridge trail would provide a linear park throughout the East Sunnyside/Whiskey Ridge subarea.

VI. Environmental and Resource Management

a. Surface Water

The subarea plan area is within three drainage basins. From north to south, the northwest corner is in the Allen/Munson Creek drainage basin draining to Ebey Slough; the northeast and east portion of the subarea plan area drains to Stephens Creek and Lake Stevens; the central and western part of the subarea plan includes King Creek and the Sunnyside basin draining to Ebey Slough, and the southeast portion includes Hulbert Creek, also in the Sunnyside basin.

b. Stormwater Management

Various studies have been prepared for surface water management within these basins. One project was identified in the vicinity of the subarea plan by Snohomish County SWM in the County's 2001 Lake Stevens UGA Plan. The project ID is HUL4 on Figure 6-1 of the Plan. It is described as roadway flooding due to the culvert at 83rd Avenue NE. The proposed improvement is to replace the existing 12-in diameter culvert with a 30-in diameter culvert at a cost of $23,000.

Regulatory controls for managing surface water with new development include adoption by the local jurisdiction of stringent storm water standards and critical areas regulations. To this end, the City of Marysville has adopted the latest edition of the Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The Ecology Manual sets forth requirements for water quality treatment, source control for pollution-generating sites, and stormwater detention. Proposed new construction projects are required to obtain the City's approval for stormwater management plans before any construction begins. In addition, in early 2005 the City adopted updated requirements for critical areas protection using best available science in compliance with GMA requirements.

Recommended Stormwater Design Considerations

The following are some further recommendations for the design of stormwater facilities for the subarea plan:

1) Where depth to groundwater allows, stormwater infiltration is recommended

2) Minimize use of constructed facilities by utilizing low impact development techniques through site planning and development.

3) Provide aesthetic design of visible pond facilities. Facilities along arterial streetscape roadways should utilize ground-level open pond systems, as opposed to above ground construction of detention facilities that are visible from arterials. Facilities should be either natural looking ponds and swales or underground vaults. Where there is no alternative to above ground concrete block facilities, walls must be constructed to provide and aesthetically pleasing design or the facility must provide an additional landscaping setback from roadways to screen the facility from public view.

4) Provide adequate access for maintenance of drainage easements and detention ponds

5) Provide pretreatment and source control for all applicable land uses.

c. Wetlands and Streams

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. These regulations have been reviewed within the comprehensive plan and development regulations for best available science. No construction is permitted in these buffers except for low impact uses such as pedestrian trails, viewing platforms, utility lines, and certain stormwater management facilities such as grass-lined swales provided they do not have a negative effect on the stream or wetland.

VII. Public Services and Facilities

a. Schools

The Lake Stevens School District provides school services to the subarea plan area. The District owns property south of Sunnyside School Road, east of Densmore Road, and west of Highway 9. The site is used for the District's bus barn facility. The District has identified a need for an additional elementary school to serve this growing area. Elementary school sites are typically 11-15 acres.

b. Water

Snohomish County PUD #1 provides water service to this area. The City of Marysville is currently in negotiations with PUD to purchase their existing facilities.

c. Sewer

Sewer service to the Whiskey Ridge area will require sewer improvements as identified in the Whiskey Ridge Sewer Plan.

VIII. Development Strategies

This plan includes a more specific subarea plan for the Whiskey Ridge subarea plan area that shall be the basis for review of development proposals. It includes a conceptual road plan, and open space and trail network as shown in Figure 4-. Street standards, including streetscape and improvement standards are herein incorporated. [1] All of the Key Concepts identified in the land use discussion of the subarea plan shall

[1]

be enforced as regulatory controls on the development of land within the subarea plan. In the event of conflict with the City's development regulations, the subarea plan ordinance shall control.

In addition to the above development controls and requirements, the plan recommends the use of zones with a broader range of base density. This will allow for a mix of lot sizes, dependent on use of MMC 19.26, Residential Density Incentives.

The following density and dimensional controls shall apply:

Whiskey Ridge Subarea Plan zones. This chart supplements the existing zoning regulations in Chapter 19.12.030 Marysville Municipal Code)

(For implementing zones of Single Family High (R 6.5) and Multiple Family, Medium please refer to MMC 19.12.030.)

(1) Densities and Dimensions.

	Single Family High, R4-8 (24)	Multi-Family Low, R6-18 (15, 24)	Mixed Use MU (16, 24)	CB
Density: Dwelling unit/acre (6)	4.5 du/ac	6 du/ac (detached single family) 10 du/ac (attached multi family)	12 du/ac	--
Maximum density: Dwelling unit/acre (1)	8	18 du/ac	18 du/ac	
Minimum street setback (3) (18)	20 ft (8)	20 ft (23)	20 ft (23)	None (19, 23)
Minimum side yard setback (3)	5 ft (10)	10 ft (10)	None (20)	25 ft. (18)
Minimum rear yard setback (3)	20 ft	25 ft	None (20)	25 ft. (18)
Base height	30 ft	35 ft (4)	45 ft.	55 ft.
Maximum building coverage: Percentage (5)	40%	40%	–	–

Referenced standards can be subsequently amended by the City utilizing the Engineering Design and Development Standards procedure for updates.

Maximum impervious surface: Percentage (5)	50%	70%	85%,75% (22)	85%
Minimum lot area	5,000 sq. ft	–	None	None
Minimum lot area for duplexes (2)	7,200 sq. ft	–	–	–
Minimum lot width (3)	40 ft	70 ft	None	None
Minimum lot frontage on cul-de-sac, sharp curve, or panhandle (16)	20 ft	–	–	–
WCF height (17)	60 ft	60 ft	120 ft	120 ft

(2) Development Conditions.

1. a. The maximum density for Whiskey Ridge subarea plan zones may be achieved only through the application of residential density incentive provisions outlined in Chapter 19.26 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 7,200 square feet in size, must include a "duplex disclosure," and comply with the density requirements of the comprehensive plan (eight units per acre for the Single Family zone).

3. These standards may be modified under the provisions for zero lot line and townhome developments.

4. 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 19.12.200.

6. a. The densities listed for the single-family zones are net densities.

b. Mobile home parks shall be allowed a maximum density of eight dwelling units per acre, unless located in the SF, 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 is 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. 20 feet along any property line abutting R-4.5 through R-8, and RU zones; or

b. The average setback of the R-4.5 through R-8 zoned 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 19.12.160 and accessory structures existing at the time the townhome or apartment development receives approval by the city.

11. On any lot over one acre in area, an additional five percent may be used for buildings related to agricultural or forestry practices.

12. The maximum building coverage shall be 10 percent where the lot is between 1.0 and 1.25 acres in area. The maximum shall be 15 percent where the lot is less than one acre in area.

13. The impervious surface area shall be:

a. Twenty percent when the lot is between 1.0 and 1.25 acres; and

b. Thirty-five percent when the lot is less than one acre in area.

14. Outside Planning Area 1, in the single-family high density zone, the small lot zone will be allowed through the PRD process with the minimum lot size being 5,000 square feet.

15. Single-family lots and units within the Whiskey Ridge MFL and R-12-28 zones shall utilize the dimensional requirements of the R-8 zone, except the base density.

16. 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.

17. Heights may be increased to 160 feet on nonresidential land uses in R zones, including publicly owned facilities, if co-location is provided.

18. A 25-foot setback only required on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.

19. Subject to sight distance review at driveways and street intersections.

20. A 20-foot setback is required for multifamily structures. A 20-foot setback is only required for commercial structures on property lines adjoining residentially designated property, otherwise no specific interior setback requirement.

21. A 10-foot setback is only required for multiple-family structures on property lines adjoining single-family residentially designated property, otherwise the minimum setback is five feet.

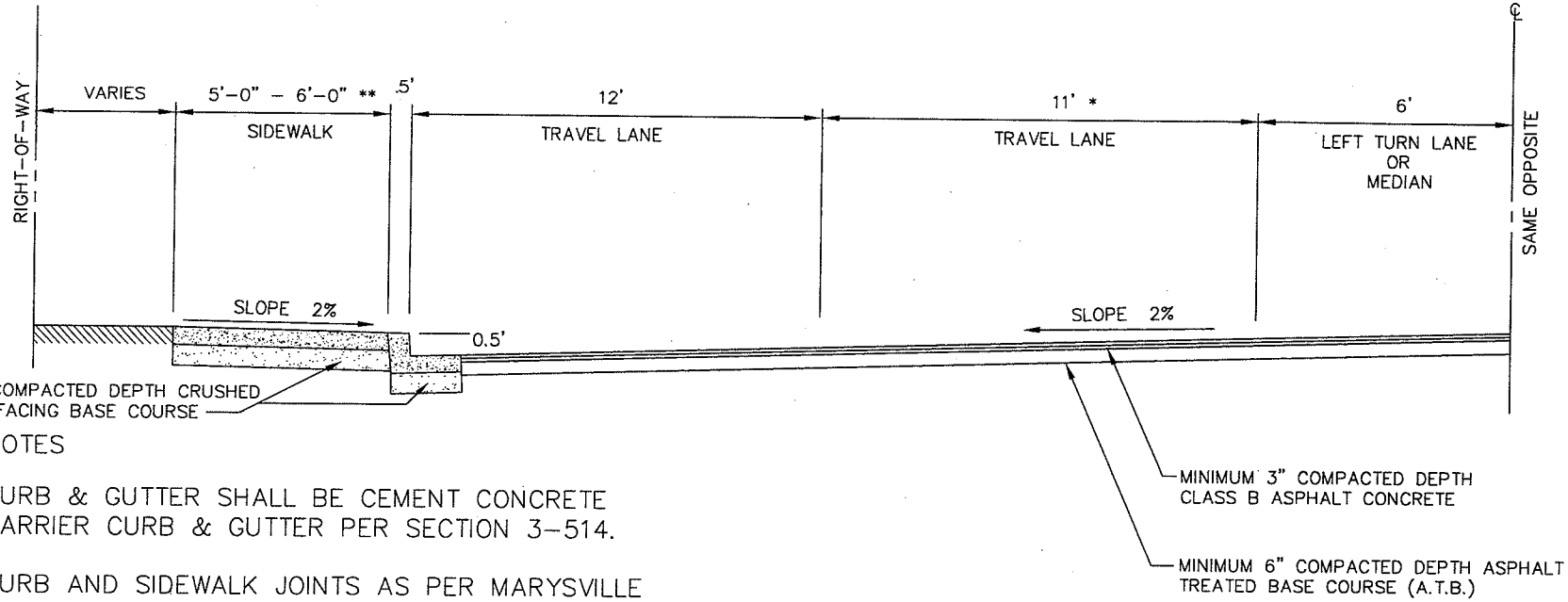
22. The 85 percent impervious surface percentage applies to commercial developments, and the 75 percent rate applies to multiple-family developments.

23. Required landscaping setbacks for developments on the north side of Soper Hill Road are 25 feet from edge of sidewalk.

24. Projects that are 15 acres or more in size with split zoning (two or more distinct land use zones) may propose a master site plan to density average or adjust the zone boundaries using topography, access, critical areas or other site characteristics to more effectively transition between land uses.

EXHIBIT A

Engineering Design and Development Standards for Area Roads and Multi-Use Trails



NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. ARTERIAL STREETS DESIGNATED AS A STREETSCAPE ROUTE SHALL PROVIDE PLANTER STRIP. SEE APPENDIX B.
7. A MINIMUM SEVEN FOOT SIDEWALK SHALL BE USED IN THE DOWNTOWN CENTRAL BUSINESS DISTRICT.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

* SEE APPENDIX B FOR NUMBER OF LANES AND RIGHT-OF-WAY WIDTHS

** 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

APPROVED BY

MARYSVILLE CITY ENGINEER DATE

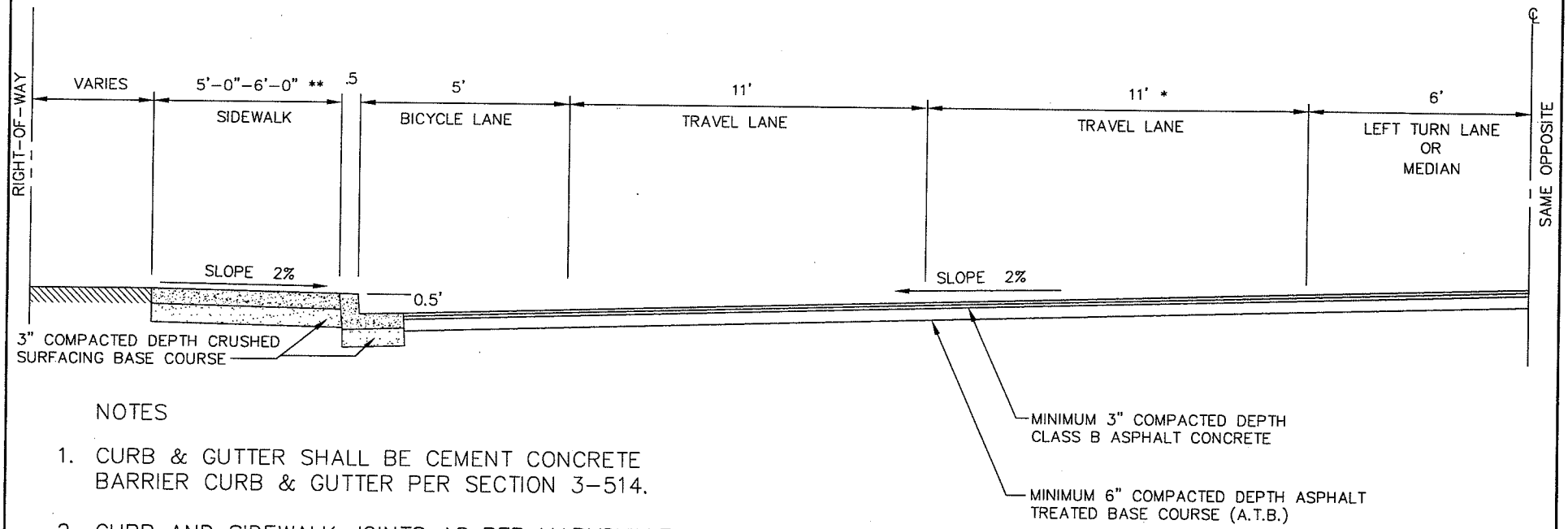
CITY OF Marysville WASHINGTON

PRINCIPAL & MINOR ARTERIAL

COMBINED CURB, GUTTER & SIDEWALK

STANDARD PLAN 3-201-001

LAST REVISED 10/04/06



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LAST REVISED 10/03/06

APPROVED BY

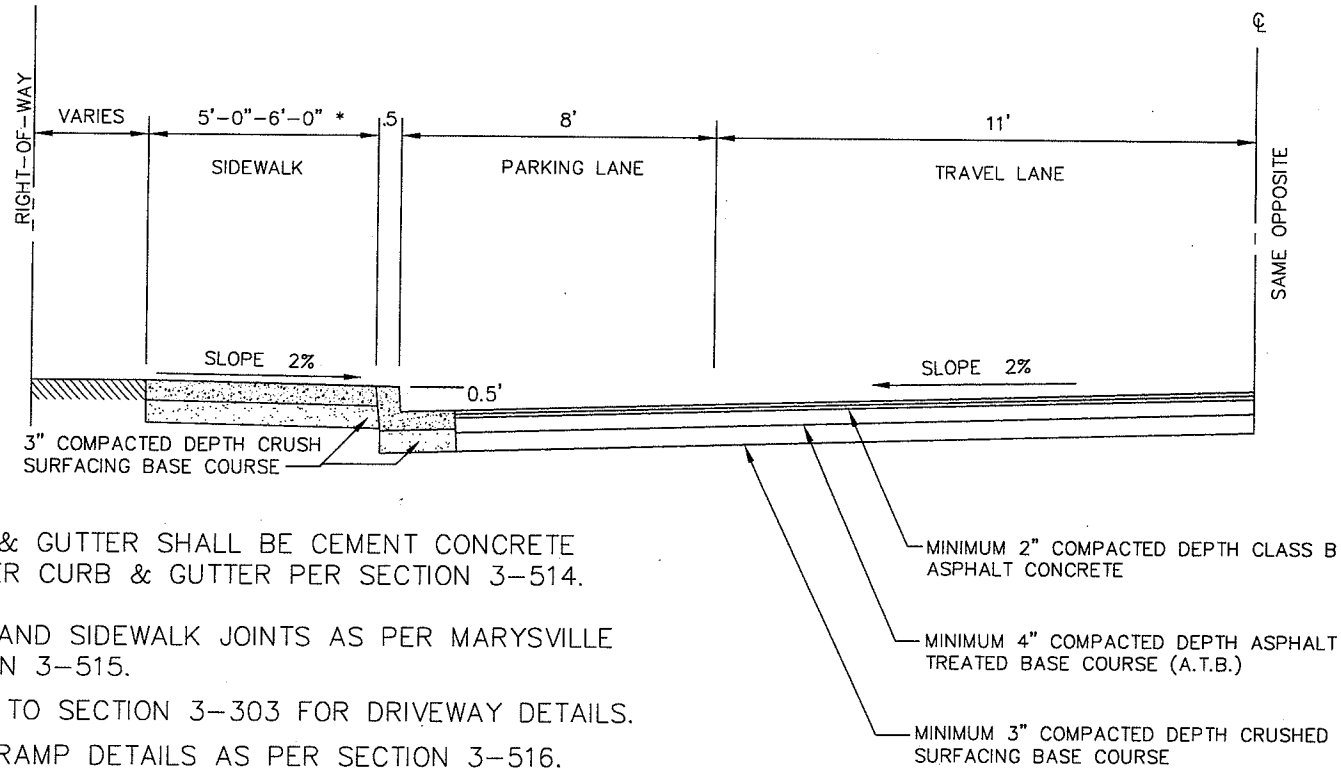
MARYSVILLE CITY ENGINEER DATE

CITY OF Marysville WASHINGTON

PRINCIPAL & MINOR ARTERIAL

BICYCLE CONFIGURATION

STANDARD PLAN 3-201-002



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5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. A 12' TRAVEL LANE AND ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER
7. A COMMERCIAL AND INDUSTRIAL ACCESS APPLICATION MAY REQUIRE A SEVEN FOOT SIDEWALK SECTION.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

* 6'-0" ADJACENT CURB, 5'-0" ADJACENT TO PLANTER STRIP

APPROVED BY

MARYSVILLE CITY ENGINEER DATE

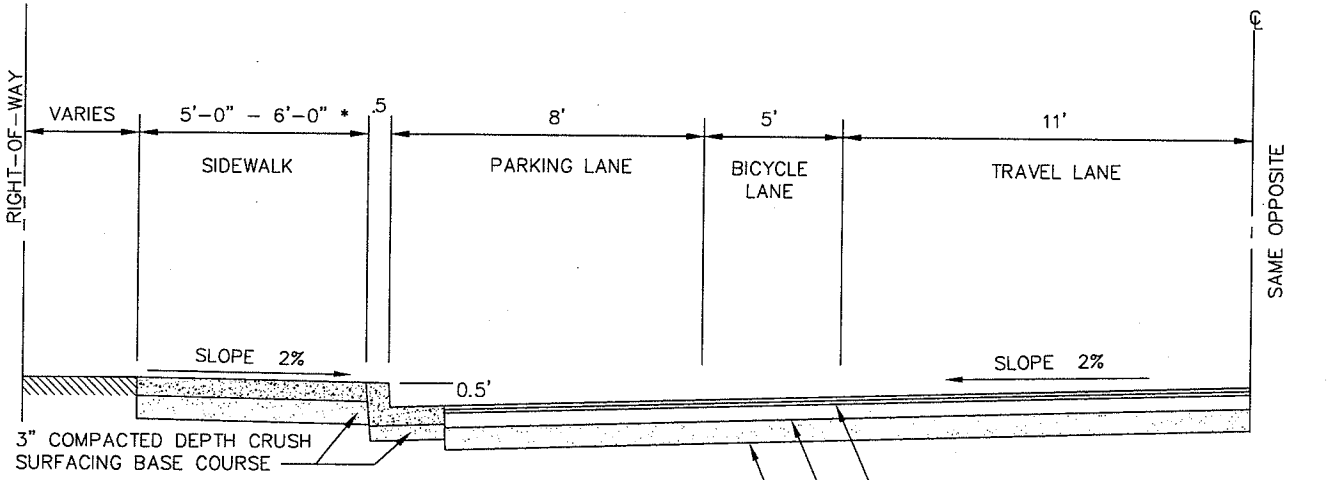
CITY OF Marysville WASHINGTON

COLLECTOR ARTERIAL/ COMMERCIAL ACCESS STREET

COMBINED CURB, GUTTER & SIDEWALK

STANDARD PLAN 3-201-003

LAST REVISED 02/13/07



NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 3-514.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 3-515.
3. REFER TO SECTION 3-303 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 3-516.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS PER SECTION 3-402.
6. A 12' TRAVEL LANE AND ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER.
7. A COMMERCIAL AND INDUSTRIAL ACCESS APPLICATION MAY REQUIRE A SEVEN FOOT SIDEWALK SECTION.
8. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
9. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

* 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO PLANTER STRIP

APPROVED BY

MARYSVILLE CITY ENGINEER DATE

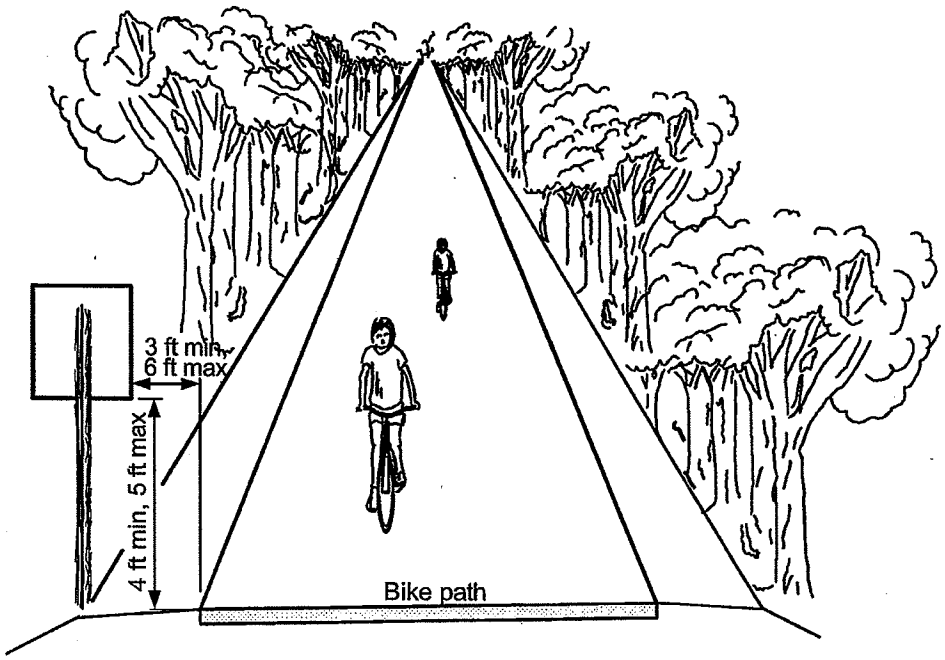
CITY OF Marysville WASHINGTON

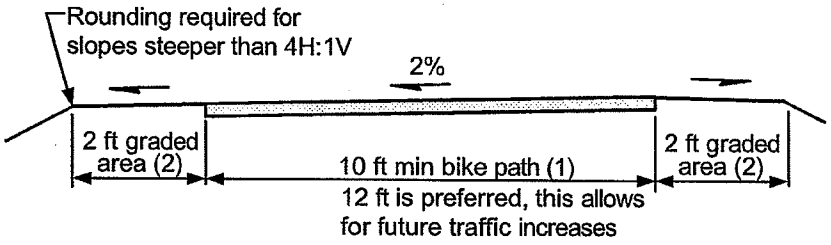
COLLECTOR ARTERIAL/ COMMERCIAL ACCESS STREET

BICYCLE CONFIGURATION

STANDARD PLAN 3-201-004

LAST REVISED 10/18/06





NOTE:

(1) Use 12 to 14 ft when maintenance vehicles use a shared use path as an access road for utilities. Use of 12 to 14 ft paths is recommended when there will be substantial use by bicycles ($\geq$60 bicycles per day), or joggers, skaters, and pedestrians (20 per hour). Contact region's Bicycle Coordinator for bicycle use information. See 1020.05(2)(a) for more discussion on bicycle path widths.

(2) Where the paved width is wider than the minimum required, reduce the graded area accordingly.

Two-Way Shared Use Path on Separate Right of Way
Figure 1020-13

Exhibit B

Transportation Memorandums from Perteet Inc.

1. East Sunnyside/Whiskey Ridge Transportation Needs Evaluation
2. Evaluation of the Continuity of 67th Avenue to 71st Avenue Corridor
3. Traffic Impact Fee Mitigation 2007 Update

East Sunnyside/Whiskey Ridge
Transportation Needs Evaluation

1. Introduction

The East Sunnyside / Whiskey Ridge neighborhood is located in the southeast corner of the City of Marysville, bounded by Soper Hill Road on the south, Highway 9 on the east, and 64th Street (SR 528) on the north. The west boundary of the neighborhood is approximately 75th Avenue north of 52nd Street, and 67th Avenue south of 52nd Street.

A significant part of the neighborhood has been under the jurisdiction of Snohomish County, but within the City's Urban Growth Area (UGA) boundary. In this respect, the development of some the transportation infrastructure has been to County standards.

This Transportation Needs Evaluation considers the long-term potential development of the neighborhood (developable land capacity), adjacent neighborhoods inside the City, County, and other jurisdictions. The Transportation Needs Evaluation also considers the existing and future regional roads, transit services, and non-motorized facilities.

2. Land Use Assumptions

The East Sunnyside / Whiskey Ridge neighborhood comprises about 1,822 acres of which there are about 1,585 (87%) gross developable acres and about 1,372 (75%) net developable acres. The neighborhood has several steep hillsides, ravines, creeks, and woods. It is expected that the urban development will be predominantly single family residential (including duplexes), with some multi-family units, a limited amount of neighborhood commercial, and a commercial and mixed use area along Highway 9 from the intersection of SR 92 to Soper Hill Road.

The developable land capacity analysis indicates that the number of dwelling units in the neighborhood could increase from about 910 units today to about 4,275 units in the future, and that employment in the neighborhood could increase from about 34 employees to 733 employees. Development demands are high and full build-out could occur by 2025 or earlier

3. Traffic Forecasting Methodology

The travel forecasting for the East Sunnyside / Whiskey Ridge neighborhood employed the City of Marysville's current T-Model/2 program, which was developed in 2004 to predict traffic volumes for the year 2025. This model covers the City of Marysville and its UGA areas, and uses external traffic inputs from the regional traffic model developed by the Puget Sound Regional Commission (PSRC). Because the East Sunnyside / Whiskey Ridge neighborhood is at the extreme southeast edge of the City's T-Model/2 coverage area, the external inputs create a significant impact on the traffic estimates.

The land use assumptions in the Traffic Analysis Zones (TAZ's) of the City's T-Model that relate to the East Sunnyside / Whiskey Ridge neighborhood were reviewed for compliance with the land use assumptions proposed in the neighborhood plan. The model assumptions were found to be relatively consistent with the neighborhood plan, with two

exceptions. Minor adjustments were made in the assumptions of single-family residences and multi-family residences, and about 100,000 square feet of quasi-institutional space assumed in the T-Model/2 program were transferred to a retail category to more reasonably represent the proposed commercial / mixed use area near Highway 9.

The road network assumptions of the current T-Model/2 program were also revised to include a more direct connection to Highway 9 at the SR-92 intersection. In this case, an arterial road would connect from this key intersection to the 40th Street right-of-way near 83rd Avenue and continue west to Sunnyside Boulevard.

The T-Model/2 program was revised using these land-use and road network adjustments and run to provide new traffic forecasts for the year 2025.

4. Traffic Demands and Arterial Road Facilities

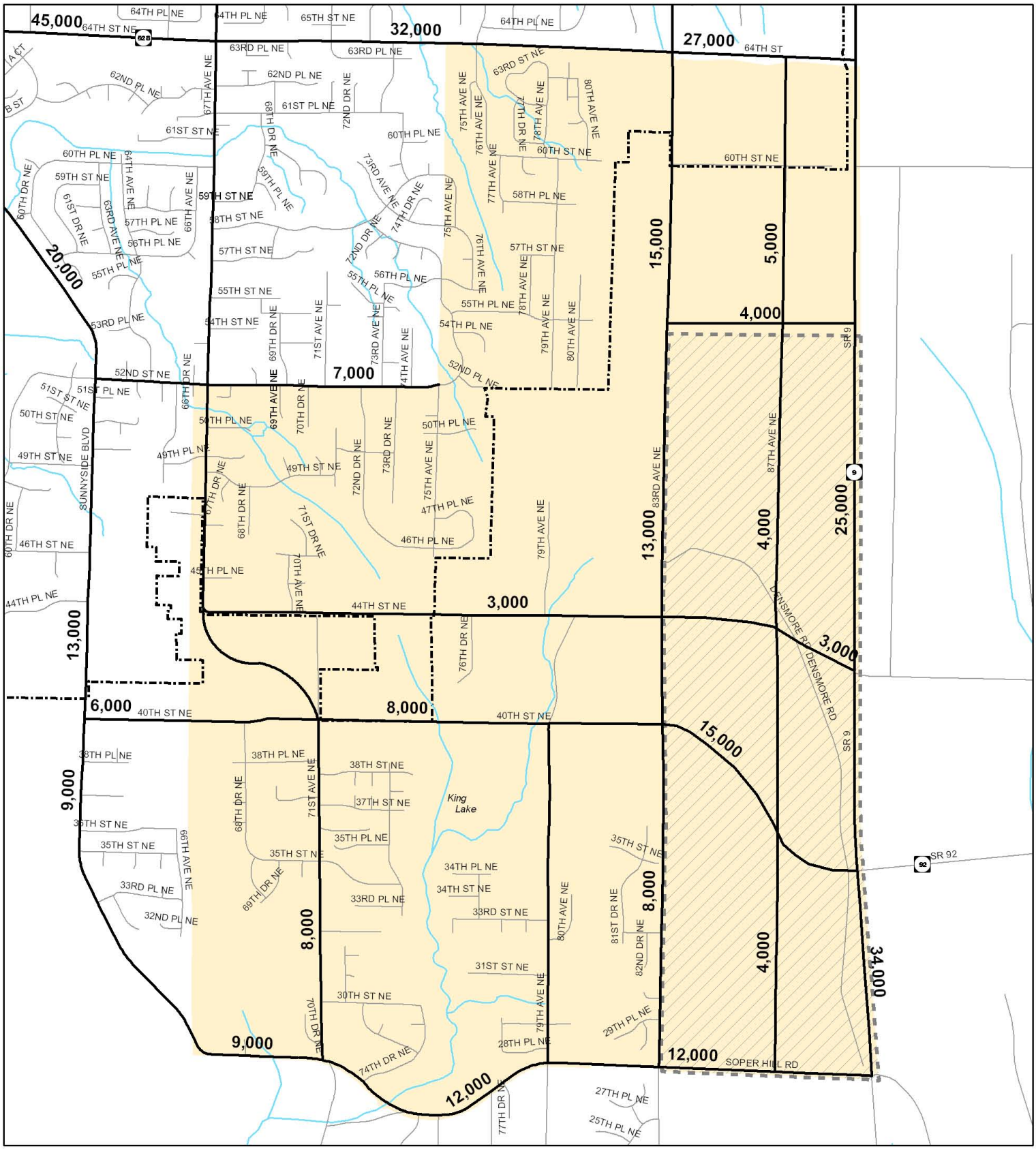
Results from the traffic model indicate that there will be very heavy traffic demands in the east-west and in the north-south directions, as shown on ***Figure 1*** and summarized on ***Table 1***.

The highest volumes in the east-west direction will be on 64th Street (SR-528), where traffic demands at the west end of the study area could reach 45,000 vehicles per day. The proposed extension of SR-92 west and north to connect to 40th Street could carry up to 15,000 vehicles per day at the east end at SR-9. Soper Hill Road could carry up to 12,000 vehicles per day at the east end.

The highest volumes in the north-south direction will be on SR-9, where traffic demands at the south end of the study area could reach 34,000 vehicles per day. Sunnyside Boulevard could carry up to 20,000 vehicles per day at the north end, and 67th and 83rd Avenues could carry up to 15,000 vehicles per day each at the north end of the study area.

Table 1
Estimated 2025 Daily Traffic Volumes

	Minimum	*Maximum*
East-West Streets		
64th Street (SR 528)	27,000	45,000
52nd / 54th Street	4,000	7,000
44th Street	3,000	3,000
40th Street to SR-92	6,000	15,000
Soper Hill Road	9,000	12,000
North-South Streets		
Sunnyside Boulevard	9,000	20,000
67th / 71st Avenues	8,000	15,000
83rd Avenue	8,000	15,000
87th Avenue	4,000	5,000
SR-9	25,000	34,000



City of Marysville

Whiskey Ridge Master Plan

2025 Daily Traffic Volume

December 8, 2006

Master Plan Area
Marysville city limits
East Sunnyside Neighborhood

0 500 1,000 Feet

N

Figure 1

Based on these analyses, the following road improvements are recommended, as shown on ***Figure 2*** and summarized in ***Table 2.***

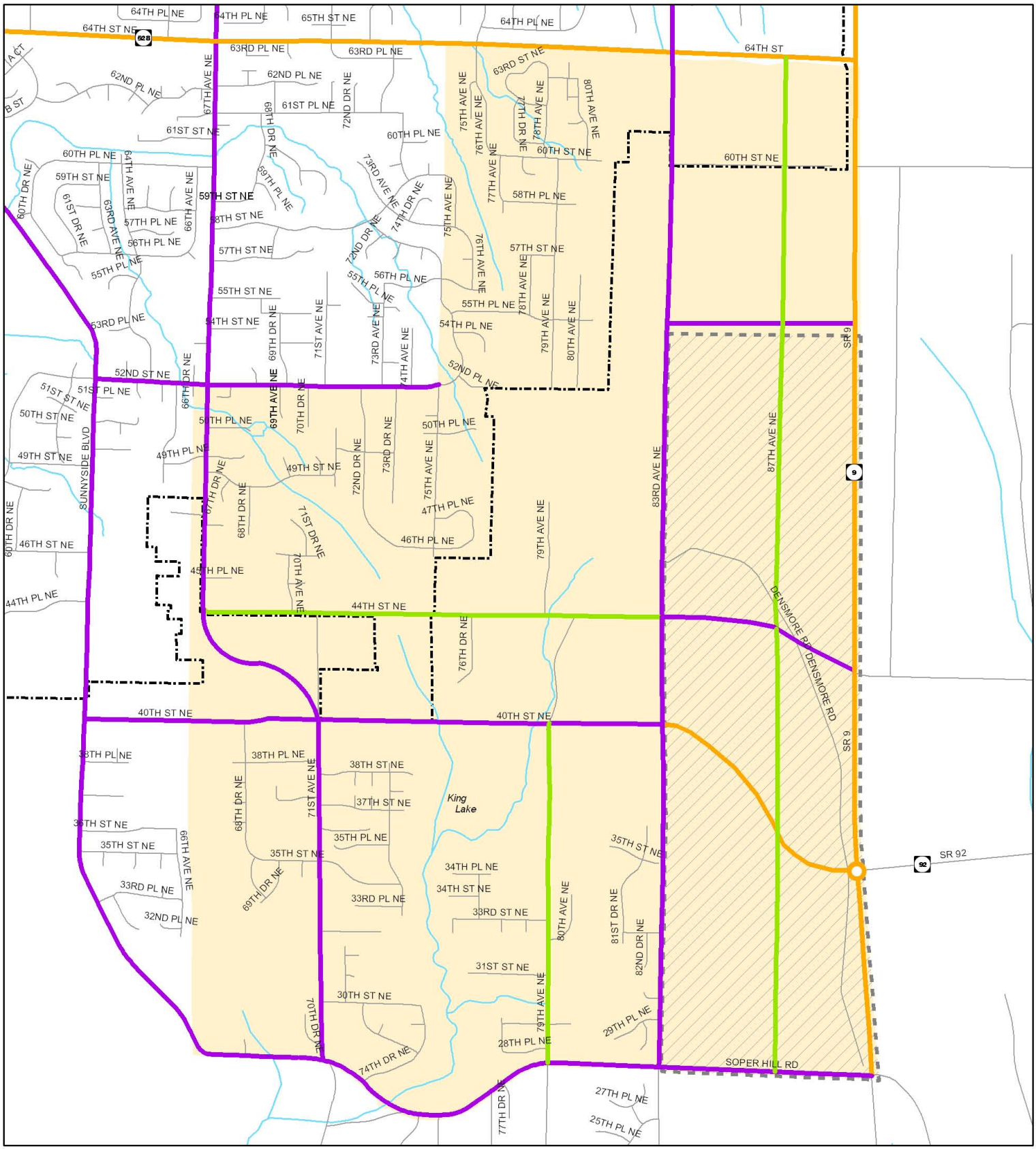
- ***Sunnyside Boulevard / Soper Hill Road*** should be classified as a Minor Arterial and will require at least a three-lane section. Depending on the type of access control (traffic control signals or roundabouts), a center landscaped boulevard may be appropriate. Bike lanes or a multi-purpose road-side path would be appropriate.
- ***67th / 71st Avenues*** should be a connected route, if possible, from 64th Street through to Soper Hill Road and classified as a Minor Arterial with a three-lane section with bike lanes or a road-side path.
- ***79th Avenue*** should be classified as a Collector Arterial north of 40th Street and designed for two lanes to Soper Hill Road
- ***83rd Avenue*** should be classified as a Minor Arterial and designed for three lanes from 64th Street (SR528) to Soper Hill Road. This alignment is considered preferable to 87th Avenue for the primary north-south arterial because it is more central to the neighborhood.
- ***87th Avenue*** should be classified as a Collector Arterial and designed for two lanes with bike lanes. It is not recommended that 87th Avenue be a through street from 64th Avenue to Soper Hill, because of its proximity to SR-9. Intersections at major cross-streets could eventually back traffic up into intersections at SR-9 if there is significant north-south through-traffic on 87th Avenue. However, 87th Avenue should be designed for primary commercial access where it crosses other arterial streets such as 35th Street with left-turns where appropriate.
- ***40th Street*** should be connected from Sunnyside Boulevard to the intersection of SR-92 at SR-9. It should be classified as a Principal Arterial east of 83rd Avenue with a five-lane section to accommodate the planned adjacent commercial and higher density housing. West of 83rd Avenue, it should be classified as a Minor Arterial and designed with a three-lane section.
- ***44th Street*** should be extended to the Sunnyside School Road / Densmore Road intersection and then follow the existing alignment of Sunnyside School Road to the intersection at SR-9. It could continue east of SR-9 to provide access to communities in the unincorporated County. East of 83rd Avenue, 44th Street should be designated as a Minor Arterial with a three-lane section and bike lanes. West of 83rd Avenue, 44th Street should be designated as a Collector Arterial with two travel lanes and bike lanes.
- ***Sunnyside School Road*** and ***Densmore Road*** should both be disconnected at 44th Street and at 35th Street (SR-92 extension) due to their proximity to key SR-9 intersections. The rights-of-way could be used for local access streets and/or a multi-use trail.
- ***54th Street*** is recommended as a replacement access route to SR-9 for 60th Street, which is considered too close to the major intersection of 64th Street (SR-528) at SR-9. The 54th Street alignment would be approximately a midpoint between the major 64th Street intersection and the recommended 44th Street (Sunnyside School Road) intersection on SR-9. This connection to SR-9 should be classified as a

Minor Arterial with a three-lane section and bike lanes. It could also be continued east of SR-9 provide access to communities in the unincorporated County.

- ***Neighborhood Collectors –*** other streets, such as 60th Street and 79th Avenue north of 52nd Street, could be designated as neighborhood collectors with a two-lane section. Extension of 54th Street east of 83rd Avenue across the PSE right-of-way could also be considered as a neighborhood collector to provide better access the neighborhood west of 83rd Avenue.

Table 2
Recommended Arterial Road System

	From	To	Lanes
Principal Arterials			
SR 528 (64th St.)	4th Street	SR-9	5
35th / 40th Street (SR92 extension)	83rd Street	SR-9	5
Minor Arterials			
Sunnyside Boulevard	3rd Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	3
83rd Avenue	64th Street	Soper Hill Road	3
67th Avenue	64th Street	44th Street	3
67th / 71st Avenues	44th Street	Soper Hill Road	3
52nd Street	Sunnyside	75th Avenue	3
54th Street	83rd Avenue	SR-9	3
44th Street	83rd Avenue	SR-9	3
40th Street	Sunnyside	83rd Avenue	3
Collector Arterials			
44th Street	67th Avenue	83rd Avenue	2
79th Avenue	40th Street	Soper Hill Road	2
87th Avenue	64th Street	Soper Hill Road	2



City of Marysville

Whiskey Ridge Master Plan

Arterial Functional Classifications

December 8, 2006

ARTERIAL

- PRINCIPAL
- MINOR
- COLLECTOR

- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood

0 500 1,000 Feet

N

Figure 2

5. Transit Facilities

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64th Street (SR-528) connecting Lake Stevens to Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67th Street. Service is limited to the morning and afternoon commuter hours.

Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64th Street, which limits the existing coverage to East Sunnyside residents within 1,500 feet of 64th Street.

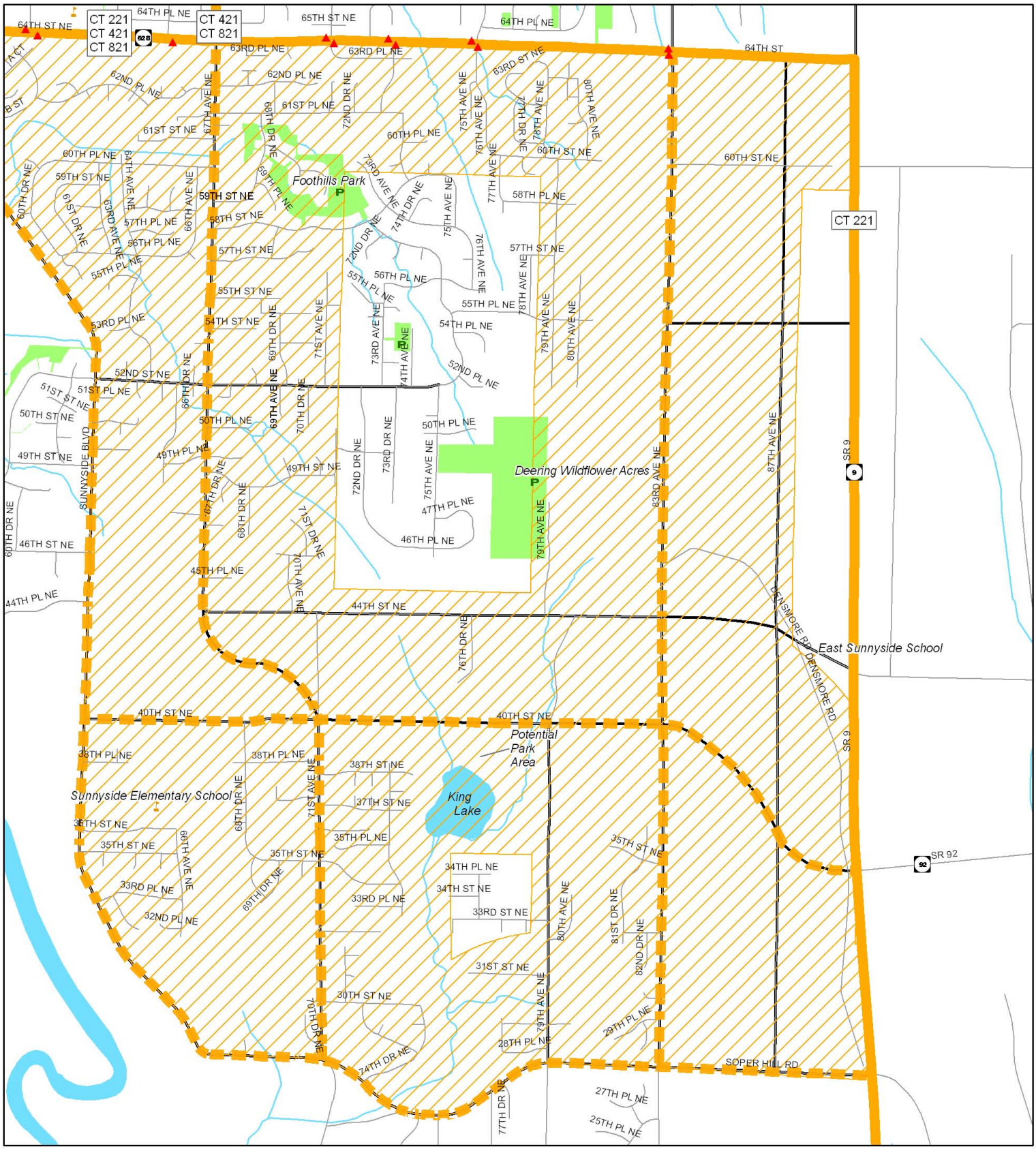
As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a minor arterial street within the Whiskey Ridge community, such as 83rd Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following Principal and Minor Arterial streets should include provisions for future bus routes as shown on ***Figure 3***:

- Sunnyside Boulevard
- Soper Hill Road
- 40th Street to the SR-92 intersection at SR-9
- 83rd Avenue
- 67th / 71st Avenues

Assuming that bus routes will continue to operate on 64th Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on ***Figure 3.*** As the neighborhood develops, the City should work with Community Transit to provide new bus routes on the designated arterial streets.



City of Marysville

Whiskey Ridge Master Plan

Transit Service

December 8, 2006

- Marysville city limits
- Schools
- Parks
- Existing Community Transit Routes
- Existing Community Transit Stops
- Potential Transit Streets
- Potential Transit Service Coverage Area

1,000 500 0 Feet

N

Figure 3

6. Non-motorized Facilities

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose path is provided.

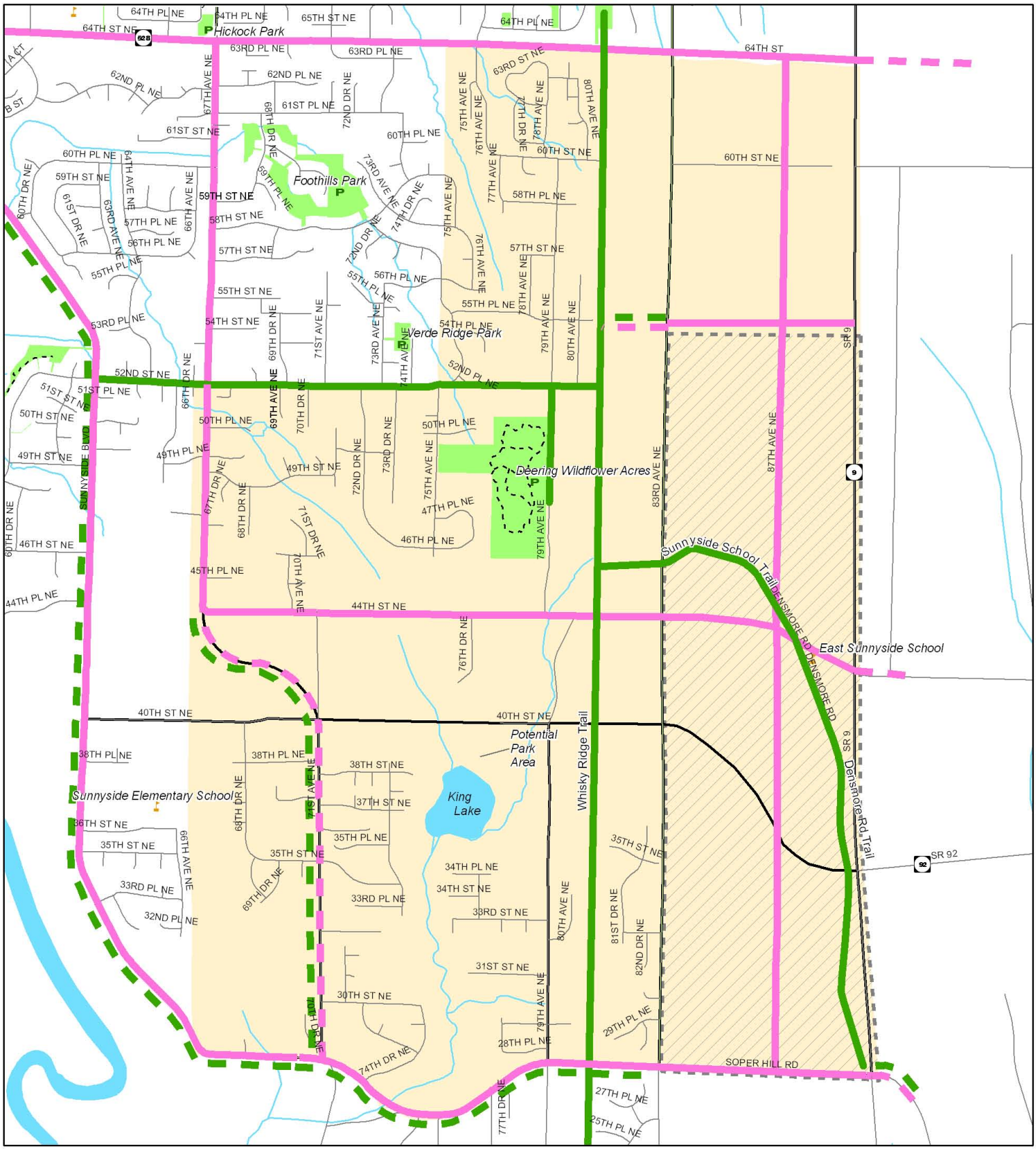
A network of trails and bike lanes is shown on ***Figure 4.***

Multi-purpose Paths and Trails are recommended in the following corridors:

- ***Densmore / Sunnyside School Road*** right-of-way should be converted to a north-south trail or a local access road with a road-side path.
- ***A PSE Corridor*** runs parallel and west of 79th Avenue from Soper Hill Road to 64th Street and beyond, which would provide an excellent right-of-way for a trail. Proposed as the Whiskey Ridge Trail, it would provide excellent north-south connections to homes, parks, shops and bus routes
- ***52nd Street*** would provide an excellent east-west opportunity for a road-side path to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

Bike Lanes *(or multi-use road-side paths)* are recommended in the following corridors:

- ***64th Street (SR-528)*** is a connector route for commuter-type bike lanes.
- ***Sunnyside Boulevard / Soper Hill Road*** corridor should include bike lanes and sidewalks or a multi-use road-side path.
- ***67th / 71st Avenues*** from 64th Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side path.
- ***44th Street*** could be a preferably route to 40th Street for bike lanes from 67th Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67th Avenue to Sunnyside Boulevard would be desirable.
- ***54th Street/55th Place*** could use bike lanes or a trail to provide continuity of the 52nd Street path east to the Whiskey Ridge (PSE) Trail and SR-9.
- ***87th Avenue*** is a preferable to 83rd Avenue as a north-south route for bike lanes or a multi-use road-side path due to the proximity of 83rd Avenue to the proposed Whiskey Ridge Trail and since 87th Avenue would also provide continuity of the Densmore / Sunnyside School Trail.



City of Marysville

Whiskey Ridge Master Plan

Parks, Routes, and Trails

December 8, 2006

Master Plan Area
Marysville city limits
East Sunnyside Neighborhood
Schools
Parks
Multi-use Path/Trail
Bicycle Lanes

1,000 500 0 Feet

N

Figure 4

City of Marysville
Sunnyside Boulevard Corridor Traffic Analysis
Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor

Introduction

In evaluating the ultimate design of Sunnyside Boulevard, the potential traffic volumes on Sunnyside Boulevard and intersecting streets are a significant element of the design of lane and intersection configurations. The design of parallel routes will greatly influence the traffic demands on Sunnyside Boulevard.

In the Transportation Element of the Whiskey Ridge Subarea Plan, a network of Minor and Collector Arterial streets was recommended to distribute future traffic loads in a fair and reasonable manner. The following north-south streets were recommended to be designed as three-lane Minor Arterial Streets to distribute the traffic loads:

- Sunnyside Boulevard south of 52nd Street,
- 67th/71st Avenue, south of SR-528 (164th Street), and
- 83rd Avenue south of SR-528

Key elements of the 67th/71st Avenue corridor were improving the intersection at Soper Hill Road to a more conventional design (eliminating the off-set) and constructing a direct connection between 67th Avenue and 71st Avenue, (eliminating the dog-leg through 44th Street).

This evaluation documents the impacts of not providing the proposed improvements on the 67th/71st Avenue corridor.

Whiskey Ridge Subarea Plan 2025 Traffic Volumes

In the Transportation Element of the Whiskey Ridge Subarea Plan, the daily traffic volumes for the arterial street system were estimated for the year 2025, with the assumption that full build-out of the Whiskey Ridge development would be complete.

It was assumed that a direct connection between 67th Avenue and 71st Avenue would be completed, eliminating the existing dog-leg through 44th Avenue. It was further assumed that 40th Avenue would be improved to a three-lane Minor Arterial from Sunnyside Boulevard to 83rd Avenue, with a further extension as a five-lane Principal Arterial to the intersection of SR-92 at SR-9.

The 2025 traffic volumes for Sunnyside Boulevard, 67th/71st Avenues and 40th Street, as estimated in the Transportation Element of the Whiskey Ridge Subarea Plan, are shown on the attached figure, ***2025 Daily Traffic Volumes, 67th/71st Avenue Corridor, Comparative Evaluation*** as the ***"Recommended Alignment".***

These traffic estimates illustrate that there is a reasonable balance of traffic volumes on Sunnyside Boulevard (about 9,000 to 20,000 vehicles per day) and on the 67th/71st Avenue Corridor (about 8,000 to 15,000 vehicles per day).

At these levels, it is likely that both routes will operate at a safe level of service with only a three-lane section. The section of Sunnyside Boulevard north of 52nd Street (20,000 vehicles per day) may be at the critical point where five lanes would be required. The detailed analysis of intersection traffic movements and alternative traffic control devices, (such as four-way stops, traffic signals, or roundabouts) is currently under study to determine the appropriate number of lanes.

General Impacts of 67th/71st Avenue Corridor Continuity

For this comparative analysis, the traffic model was adjusted to replicate the effects of a dog-leg in the 67th/71st Avenue corridor at 44th Avenue. The dog-leg will add severe turns at two additional intersections for through traffic which will tend to discourage traffic from using this route.

This type of traffic impedance usually will shift traffic to other routes. The model evaluated shifts of traffic from 67th/71st Avenue to the parallel routes of Sunnyside Boulevard, 83rd Street, and SR-9. The model indicates that, in general, most of the traffic will likely shift to Sunnyside Boulevard because of its ultimate destination within the Whiskey Ridge community.

The 2025 traffic volumes for Sunnyside Boulevard, 67th/71st Avenues and 40th Street, assuming the dog-leg on 67th Avenue at 44th Street are shown on the bottom half of the attached figure, ***2025 Daily Traffic Volumes, 67th/71st Avenue Corridor, Comparative Evaluation*** as the ***"44th Street Dog-Leg".***

These traffic estimates illustrate that the balance of traffic volumes has become a little more skewed, with Sunnyside Boulevard carrying about 2,000 vehicles per day more and the 67th/71st Avenue Corridor carrying about 2,000 vehicles per day less, north of 40th Street. Most of the diverted traffic is projected to return to the 71st Avenue corridor from Sunnyside Boulevard via 40th Avenue.

The increase of traffic on Sunnyside Boulevard due to this shift may increase the potential need to design Sunnyside as a five-lane section in the segments north of 52nd Avenue, rather than as a three-lane section.

Variations in the City Traffic Model

In evaluating the impacts of the alignment change in the 67th/71st Avenue corridor, it was also observed that the City of Marysville's T-Model/2 traffic model may be underestimating the total traffic demands in the Sunnyside Boulevard and 67th/71st Avenue corridors.

The City of Marysville's current T-Model/2 traffic model was developed in 1999. The model is dependent on forecasted data at "external node" points derived from other regional models, such as the Puget Sound Regional Council (PSRC) Emme/2 model. Such forecasted data for "external nodes" is not usually changed unless a major update of the City's T-Model/2 is completed. Thus, the data can become outdated.

In evaluating the impacts of this corridor, the data at the "external node" of Sunnyside Boulevard south of Soper Hill Road was reviewed. In 1999, the traffic count data indicated that about 187 PM peak hour trips used Sunnyside Boulevard south of Soper Hill Road. The City's T-Model/2 predicted that the traffic at this "external node" would increase more than threefold to about 572 PM peak hour trips by the Year 2025 horizon.

Traffic counts taken in 2006 and 2007 at this "external node" indicate that there are already about 490 to 500 PM peak hour trips, or about 80% of the forecasted growth. If the growth in the first 7 years (1999 to 2006) of the 26 year (1999 to 2025) forecast has already reached this level, then it may be that the long-term 2025 forecasts for this "external node" are underestimated.

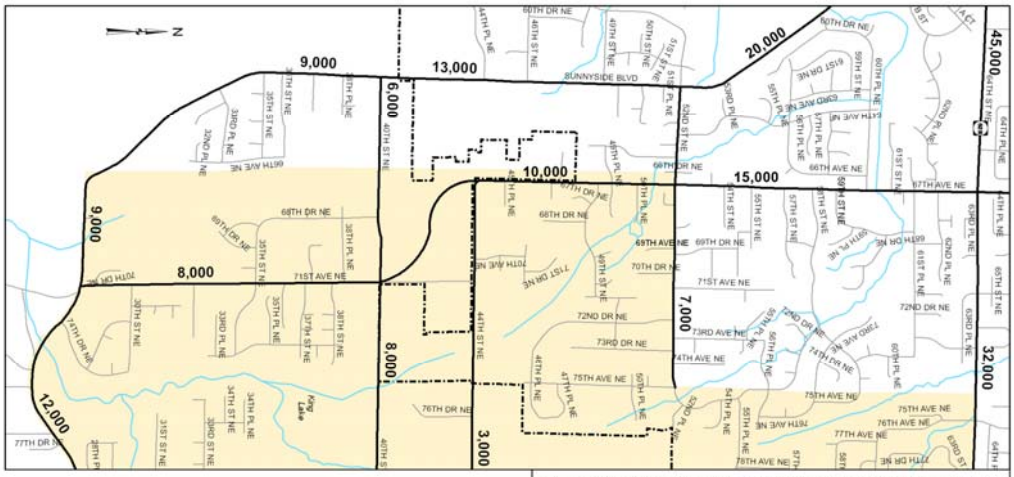
If the traffic forecasts for this "external node" are underestimated, then the traffic volumes on both Sunnyside Boulevard and the 67th/71st Avenue corridors may also be underestimated. Verification of this possibility could only be made by updating the City's T-Model/2.

Summary and Conclusions

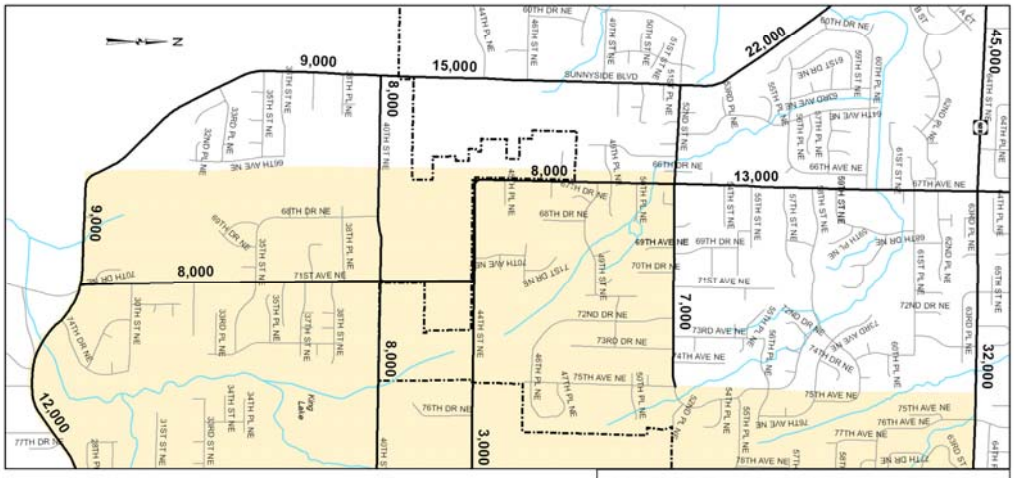
The above analyses indicate that:

- Additional traffic will shift to Sunnyside Boulevard if the continuity of the 67th/71st Avenue corridor is not maintained.
- The traffic volumes on both the Sunnyside Boulevard and the 67th/71st Avenue corridors may be underestimated.
- Additional traffic on Sunnyside Boulevard may increase the potential need for a five-lane section in the segments north of 52nd Avenue.

It is therefore recommended that an alignment be designed to connect 67th Avenue directly with 71st Avenue. This will maintain the continuity of the 67th/71st Avenue Corridor and distribute the north-south traffic loads through the Whiskey Ridge community more reasonably. It will reduce the potential that more sections of Sunnyside Boulevard would need to be widened from three lanes to five lanes.



2025 ADT with Recommended Alignment



2025 ADT with 44th Street Dog-Leg

2025 Daily Traffic Volume
67th / 71st Avenue Corridor
Comparative Evaluation

City of Marysville
Traffic Impact Mitigation Fee
2007 Update

Introduction

The Marysville City Council has directed Staff to revisit the traffic impact mitigation fee calculation periodically as needed. Because the costs of transportation projects in the region have escalated significantly in the past few years, and new road arterial projects are recommended resulting from the Whiskey Ridge/Sunnyside Master Planning effort, the City therefore engaged Perteet, Inc. to confirm the revised traffic impact fee calculation and perform a mitigation fee peer review.

2006 Mitigation Fees and Calculations

The current Traffic Mitigation Fees under Title 18B MMC (effective 1/1/06), are as follows:

Single Family (per unit)	$3,175.00
Duplex (per unit)	$2,317.75
Multi-family (per unit)	$1,968.50
Commercial (per PM PHT)	$1,300.00

These fees were calculated by estimating the sum costs of committed transportation projects plus the 6-Year TIP plus 20-Year Improvements plus Bond Debt Service.

The sum costs were then divided by the estimated number of new trips in the afternoon peak commute hour (PM PHT) over the 20-Year period to determine the **"Maximum Possible Impact Fee", which was $5,973 per PM PHT.**

The "Maximum Possible Impact Fee" was then discounted by about 78% for commercial developments and only by about 47% for the single family residential developments to reach the published Traffic Mitigation Fees, above.

2007 Maximum Possible Impact Fee Calculation

The 2007 Traffic Mitigation Fees may be calculated in the same manner. The City-wide project lists have been updated as follows.

The total updated transportation project costs are:

Committed Transportation Projects	$ 20,175,000
Recommended 6-Year Improvements	$ 39,713,000
Recommended 20-Year Improvements	$ 74,436,000
General Obligation Bond Debt Service	$ 5,880,000
Total Current Program Costs	**$140,204,000**

In addition, there are several road improvements in the Whiskey Ridge/Sunnyside neighborhood plan that will be added to the recommended 6-Year and 20-Year project

lists. Very preliminary budget estimates for these projects indicate a range of $48 million to $94 million based on the following:

Limited Projects	
40th Street – 3-lane minor Sunnyside to 83rd Avenue -	$13,000,000
40th Street– 5-lane principal 83rd to SR-9 at SR-92	$18,000,000
67th/71st – 3-lane minor arterial 52nd Street to Soper Hill	$17,000,000
Subtotal	$48,000,000
Additional Projects	
Sunnyside – 3-lane minor 52nd Street to 71st Avenue -	$19,000,000
83rd Avenue – 3-lane minor 164th to Soper Hill -	$17,000,000
44th Street – 3-lane minor 67th Avenue to SR-9 -	$10,000,000
Subtotal	$46,000,000
Total Projects	**$94,000,000**

Total Transportation Costs	$140,204,000
– Limited Whiskey Ridge Projects	$ 48,000,000
Total Transportation Costs – Limited Whiskey Ridge	**$188,204,000**

Total Transportation Costs	$140,204,000
– Total Whiskey Ridge Projects	$ 94,000,000
Total Transportation Costs – Total Whiskey Ridge	**$234,204,000**

The "Maximum Possible Impact Fee" is then calculated by dividing the total transportation project costs by the estimated number of new trips in the afternoon peak commute hour (PM PHT) over the 20-Year period.

Therefore, depending on the option assumed for the Whiskey Ridge projects, the **"Maximum Possible Impact Fee" for 2007** would be in the range of:

"Maximum Possible Impact Fee" = $188,204,000 / 12,935 new trips = $14,550
for the Limited Whiskey Ridge scenario
Or
"Maximum Possible Impact Fee" = $234,204,000 / 12,935 new trips = $18,106
for the Total Whiskey Ridge scenario

The maximum possible fee could be discounted as the approved 2006 Traffic Mitigation Fees were discounted. If the same discount rates were used, then the commercial per PM PHT rate would be between $3,201 and $3,983 (78% discount) and the single family residential rate would be between $7,712 and $9,596(47% discount), depending on the option assumed for Whiskey Ridge.

Mitigation Fee Peer Review

Comparisons with mitigation fees in other jurisdictions are useful in considering discounts to the "Maximum Possible Impact Fee".

Ten cities were selected for the peer review, eight in Snohomish county and two in King County, plus Snohomish County. Three of the cities in the peer group, Lake Stevens, Mill Creek, and Monroe use complicated formulas to calculate the costs of impacted projects and therefore could not provide any comparative value. Snohomish County uses a daily trip rate (ADT) base and is therefore not directly comparable. The Snohomish County mitigation fee rates appear to provide a higher discount to commercial development than to residential development. This may not necessarily be true, however, when the ADT trips are converted to peak hour trips.

The traffic mitigation fees of the remaining seven cities are summarized on the following table, along with the City of Marysville's 2006 Traffic fees. Three of the cities have specific fees for residential units and a per trip (PM PHT) fee for commercial or other land uses. The other four cities publish one PM PHT rate fee.

The PM PHT rate fees range from a **low of $900** per trip in Everett to a **high of $14,707** in Sammamish. The average fee of the peer group (not including the City of Marysville) is about **$4,200**. The current City of Marysville per PM PHT rate is therefore ***significantly below the peer group rate***.

	Per Residential Unit			
Agency	**Single-Family**	**Duplex**	**Multi-Family**	**Per PM PHT**
Marysville 2006	***$3,175.00***	***$2,317.75***	***$1,968.50***	***$1,300.00***
City of Arlington				**$3,355.00**
City of Bothell	**$2,093.00**	**$1,271.00**	**$1,271.00**	**$2,191.00**
City of Everett				**$900.00**
City of Snohomish				**$1,442.00**
City of Mukilteo				**$1,875.00**
City of Issaquah	**$2,443.83**	**$1,258.21**	**$1,500.18**	**$4,839.27**
City of Sammamish				**$14,706.89**
Peer Group Average	***$2,268.42***	***$1,264.61***	***$1,385.59***	***$4,187.02***

Another way to look at the fees, to see an "apples to apples" comparison, is to convert the PM PHT fees to equivalent per residential unit fees, or to convert the per residential unit fees to equivalent PM PHT.

The following table provides the conversion from per PM PHT rates to per residential unit rates based on accepted trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual. These conversions illustrate that the City of Marysville's average rates per residential unit are ***below the averages of the peer group.***

Agency	Per Residential Unit		
	Single-Family	**Duplex**	**Multi-Family**
Marysville 2006	***$3,175.00***	***$2,317.75***	***$1,968.50***
City of Arlington	$3,388.55	$1,744.60	$2,080.10
City of Bothell	**$2,093.00**	**$1,271.00**	**$1,271.00**
City of Everett	$909.00	$468.00	$588.00
City of Snohomish	$1,436.22	$739.44	$881.64
City of Mukilteo	$1,893.75	$975.00	$1,162.50
City of Issaquah	**$2,443.83**	**$1,258.21**	**$1,500.18**
City of Sammamish	**$14,853.96**	**$11,471.38**	**$9,118.27**
Peer Group Average	***$3,859.76***	***$2,530.67***	***$2,321.27***

The following table provides the conversion from per residential unit rates to per PM PHT rates, also based on the ITE Trip Generation Manual. These calculations illustrate that although the City of Sammamish publishes per residential unit rates, the rates are effectively the same PM PHT rate of $14,707 for all land uses. The per PM PHT rates for residential units in the City of Issaquah, however, are about half of the commercial PM PHT trip rates. Other than the City of Marysville, only the City of Bothell provides a variable PM PHT rate between different types of residential units, and the City of Bothell ***residential rates are equal to or less than the commercial rates.***

Agency	Per PM PHT			
	Single-Family	**Duplex**	**Multi-Family**	**Commercial**
Marysville 2006	***$3,206.75***	***$1,437.00***	***$1,023.62***	***$1,300.00***
City of Arlington	**$3,355.00**	**$3,355.00**	**$3,355.00**	**$3,355.00**
City of Bothell	$2,113.93	$660.92	$788.02	**$2,191.00**
City of Everett	**$900.00**	**$900.00**	**$900.00**	**$900.00**
City of Snohomish	**$1,422.00**	**$1,422.00**	**$1,422.00**	**$1,422.00**
City of Mukilteo	**$1,875.00**	**$1,875.00**	**$1,875.00**	**$1,875.00**
City of Issaquah	$2,419.63	$2,419.63	$2,419.65	**$4,839.27**
City of Sammamish	$14,706.89	$14,706.89	$14,706.89	**$14,706.89**
Peer Group Average	***$3,827.49***	***$3,619.92***	***$3,638.08***	***$4,187.02***

Summary and Conclusions

The Impact Fee Analysis indicates that using the 2006 method of calculating and the impact fees would result in a "***Maximum Possible Impact Fee*" of between $14,550 and $18,106,** depending on the projects assumed in the Whiskey Ridge / Sunnyside neighborhood.

The Impact Fee Analysis further indicates that using the 2006 method of calculating and discounting the impact fees would result in a ***Commercial Rate of between $3,201 and $3,983 per PM PHT*** and a ***Single Family Residential Rate of between $7,712 and $9,576 per unit.***

Comparisons with mitigation fees in other jurisdictions indicate that the above ***commercial rates would be about 5% to 24% less*** than the peer group average, while the above ***residential rates would be about 100% to 150% greater*** than the peer group average.

The comparisons also show that none of the peer group jurisdictions provide a greater discount to commercial developments, and in fact two jurisdictions appear to provide a greater discount to residential developments.

It is also recommended that the Impact Fee Calculation method be reviewed when the Transportation Element of the Comprehensive Plan is updated in 2008.