



MARYSVILLE

WASHINGTON

**HEARING EXAMINER MEETING
WEDNESDAY, FEBRUARY 11, 2026 – 6:00 PM
501 DELTA AVE, MARYSVILLE, WA 98270**

Hasco - Copper at Marysville Hearing

AGENDA

The Hearing Examiner meeting is a hybrid meeting which you are welcome to attend in person or via Teams. Anyone wishing to provide verbal public comment is encouraged to pre-register by contacting the Project Manager listed in the item by *4PM the day prior to the meeting*. Those providing verbal public comment will need to provide their name, address, e-mail and phone number.

Microsoft Teams [Need help?](#)

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Meeting ID: 246 473 593 814 7

Passcode: 43Ww66xT

Call to Order

Public Hearings

PA25-0021 - HASCO Copper at Marysville Apartments

Staff respectfully recommends that the Hearing Examiner **APPROVE** the proposed **Multifamily Site Plan Review and Parking Variance**, subject to the recommended conditions of approval.

[Staff Recommendation - PA25-0021](#)

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



Agenda Bill

HEARING EXAMINER AGENDA ITEM REPORT

DATE: February 11, 2026

SUBMITTED BY: Emily Morgan, Community Development

ITEM TYPE: Public Hearing

AGENDA SECTION: **Public Hearings**

SUBJECT: PA25-0021 - HASCO Copper at Marysville Apartments

SUGGESTED ACTION: Staff respectfully recommends that the Hearing Examiner **APPROVE** the proposed **Multifamily Site Plan Review and Parking Variance**, subject to the recommended conditions of approval.

SUMMARY: The applicant is seeking approval of a 124-unit affordable housing apartment complex. The development would include five (5) multifamily buildings, a clubhouse/leasing office, three (3) detached garage buildings, enclosed bike storage, and an outdoor amenity space. The application is seeking a variance to reduce the number of parking stalls required from 179 to 155.

ATTACHMENTS:
[Staff Recommendation - PA25-0021](#)

STAFF RECOMMENDATION

Community Development Department ♦ 501 Delta Avenue ♦ Marysville, WA 98270

PROJECT INFORMATION								
Project Title	HASCO – Copper at Marysville		Date of Report	February 4, 2026				
File Number	PA25-0021		Exhibits	Public Hearing Exhibits – see Page 10				
Staff Recommendation	Approve the Multifamily Site Plan and Parking Variance subject to the Conditions of Approval in the Recommendation section.							
BACKGROUND SUMMARY								
Applicant/Owner	Housing Authority of Snohomish County (HASCO)							
Project Contact	Inland Construction Group							
Request	The applicant is proposing a 124-unit affordable housing apartment complex. The development would include five (5) multifamily buildings, a clubhouse/leasing office, three (3) detached garage buildings, enclosed bike storage, and an outdoor amenity space. The application is requesting a variance to reduce the number of parking stalls from 179 to 155.							
Project Location	1086/1094/1098 Cedar Avenue		APN(s)	00585600301100 / 00585600301000 00585600300901 / 00585600300800				
Acreage (SF)	3.82 acres (166,399.2 sq. ft.)		Section	28	Township	30N	Range	05E
Comprehensive Plan	Flex Residential		Zoning	Flex Residential				
Water Supply	Current	Proposed	Sewer Supply	Current	Proposed			
	Marysville	Marysville		Marysville	Marysville			
REVIEWING AGENCIES								
Marysville	Local Agencies & Districts	State & Federal		County	Other			
<input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> PW – Development Services <input checked="" type="checkbox"/> PW – Engineering <input checked="" type="checkbox"/> PW – Operations <input checked="" type="checkbox"/> PW – Solid Waste <input type="checkbox"/> PW – Streets <input checked="" type="checkbox"/> PW – Traffic Eng. <input checked="" type="checkbox"/> PW – Water Res. <input checked="" type="checkbox"/> PW – WWTP	<input type="checkbox"/> Comcast <input checked="" type="checkbox"/> Marysville SD 25 <input checked="" type="checkbox"/> Marysville Fire <input checked="" type="checkbox"/> PUD No. 1 <input checked="" type="checkbox"/> Ziplly	<input checked="" type="checkbox"/> BNSF <input checked="" type="checkbox"/> DAHP <input type="checkbox"/> DOE <input type="checkbox"/> WDFW <input type="checkbox"/> WSDOT <input type="checkbox"/> WUTC		<input type="checkbox"/> Health District <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Public Works - Land Development	<input checked="" type="checkbox"/> Tulalip Tribes <input checked="" type="checkbox"/> Stillaguamish Tribe			
ACTION								
Date of Hearing	February 11, 2026		<input checked="" type="checkbox"/> Quasi-Judicial		<input type="checkbox"/> City Council			
STAFF CONTACT								
Name Emily Morgan	Title Senior Planner	Phone 360.363.8216	E-mail emorgan@marysvillewa.gov					

SURROUNDING USES

	Comprehensive Plan	Zoning	Land Use
North	Mixed Use	Mixed Use (MU)	Grove Street / Marysville Cedar and Grove Park & Ride
East	-Downtown Core	Downtown Core (DC)	BNSF railway & right of way / landscaping supply retail
South	-Flex Residential	Flex Residential (FR)	Veterinary Clinic
West	-Flex Residential	Flex Residential (FR)	Cedar Avenue / Assisted Living Facility

VICINITY MAP



FINDINGS OF FACT

1. **Type of Review.** The proposed Multifamily Site Plan review with a Parking Variance request is a quasi-judicial decision, requiring a duly noticed public hearing. The decision is rendered by the Hearing Examiner in accordance with [MMC 22G.060](#), *Hearing Examiner*.
2. **Project Description.** Inland Construction Group, on behalf of HASCO (applicant), requested a Multifamily Site Plan Review and Parking Variance for the construction of a 124-unit affordable housing apartment complex.
 - 2.1. The development would include five (5) multifamily buildings, a clubhouse/leasing office, three (3) detached garage buildings, enclosed bike storage, and an outdoor amenity space.
 - 2.2. The application is seeking a variance to reduce the number of required parking stalls from 179 to 155.
3. **Site Description.** The development site is an assemblage of four (4) parcels, totaling approximately 3.82 acres. The site is currently developed with an office building and associated parking areas, set to be demolished with development. The remainder of the site is predominantly surfaced with asphalt and grass with scattered trees and vegetation. The topography is generally flat with minimal elevation change.
4. **Project History.** A pre-application review request (PreA25-0016) was submitted on April 18, 2025, for the proposed development. Staff reviewed the preliminary project application and provided project comments to the applicant on May 5, 2025. A formal land use application was filed on September 5, 2026.
5. **Letter of Completeness.** The application was determined to be complete on September 17, 2025, with a letter of completeness (**Exhibit 015**) provided to the applicant in accordance with [MMC 22G.010.050](#).
6. **Planned Action.** The proposed development is to be located within the Downtown Master Plan – Planned Action Area. On September 17, 2025, the application was determined to be consistent with the criteria for a Planned Action pursuant to [MMC 22E.040](#), *Downtown Planned Actions* (**Exhibit 017**).
7. **Public Notice.** Notice was provided in accordance with [MMC 22G.010.090](#), *Notice of development application*. As noted in the Affidavit of Publication (**Exhibit 034**), the Notice of Application and Planned Action Determination (**Exhibit 018**) was published on September 19, 2025, with comments due October 8, 2025.
8. **Public Comments.** During the Notice of Application comment period, the following public comment was received:
 - 8.1. **Dr. Rachel Lamis, Eye Doctors of Marysville (1083 Cedar Avenue)** – concerned about proposed parking variance and that existing available on-street parking stalls along Cedar Avenue would be reduced, resulting in a burden to the already limited available parking for patients and staff of the eye clinic.

Staff Response: The applicant has provided parking demand analysis regarding similar affordable housing developments – see Finding 16 for reference.
9. **Request for Review.** A *Request for Review* of the proposed development was sent to the Local, County, State & Federal Agencies and Districts referenced on Page 1. The following comments were received:

	Nature of Comment
Public Works, Development Services	<ul style="list-style-type: none"> • <i>Provided information regarding the required improvements, which are to be further reviewed with Civil Plan Review.</i> • <i>Capital facility fees would be required to be paid prior to issuance of the building permit.</i>

	Nature of Comment
Public Works, Traffic Engineering	<i>Requirements and recommendations are addressed in the approved Traffic Concurrency Recommendation, dated January 26, 2026.</i>
Marysville Fire District	<ul style="list-style-type: none"> • <i>Fire sprinklers are required in all buildings.</i> • <i>Access for fire apparatus appears to be acceptable.</i> • <i>Proposed fire hydrant location(s) appear to be acceptable.</i>
Community Transit	<i>Provided recommendations for the proposed bus shelter, lighting, and pedestrian amenities.</i>
Building Department	<i>Provided requirements for the building permit submittal.</i>
Public Works, Solid Waste	<i>Provided design standards and requirements for trash enclosures and access.</i>
Snohomish County Public Works	<i>A Traffic Mitigation Offer Form to Snohomish County was signed by the applicant, City staff, and the County, concurring that proportionate mitigation fees are due for this project. See executed offer form as Exhibit 029.</i>

10. **SEPA Review.** The proposal was reviewed for consistency with the criteria set forth in [MMC 22E.040.030\(3\)](#) and has been determined to be consistent with all the criteria set forth in that section.

In accordance with [MMC 22E.040.030\(5\)](#), the City of Marysville, acting as lead agency for this proposal, has determined that this project does not have a probable significant adverse environmental impact and qualifies as a Planned Action under the Marysville Downtown Master Plan Area EIS following review of an environmental checklist and other information on file. This determination was issued on September 17, 2025 (**Exhibit 017**) and was subject to appeal provisions in accordance with [MMC 22G.010.550](#); no appeals of said determination were received.

11. **Notice of Public Hearing.** The public hearing for the proposed request was advertised in accordance with [MMC 22G.010.110](#), *Notice of public hearing*. A Notice of Public Hearing (**Exhibit 036**) was published in compliance with the referenced section for an open-record public hearing on February 11, 2026.

12. **Access.** Per comments received from Traffic Engineering and Development Services during the first round of review, it was noted that the applicant would be required to relocate the commercial driveway to provide an offset driveway alignment with the development on the west side of Cedar Avenue.

An Engineering Variance requesting relief from the offset driveway requirement was reviewed and approved by Jeff Laycock, Engineering Services Director, on November 13, 2025 (**Exhibit 021**). This variance approval was conditioned to limit access to a right-in, right-out commercial driveway through the installation of a pork-chop island with signage.

Therefore, the proposed development will gain access from Cedar Avenue onto private drive aisles via the existing driveway; vehicle maneuvering will be limited to right-in, right-out.

13. **Traffic Impacts.** A traffic impact analysis (TIA) was prepared by Transpo Group, dated August 2025 (**Exhibit 005**). According to the TIA, the proposed development would generate approximately 499.08 Average Daily Trips (ADT), 30.14 AM peak hour trips (AMPHT), and 49.7 PM peak hour trips (PMPHT).

The City’s Traffic Engineering Manager reviewed the TIA and issued a written concurrency recommendation dated January 26, 2026 (**Exhibit 035**), informing the developer of the project’s impacts and mitigation obligation pursuant to [MMC 22D.030](#), *Traffic Impact Fees and Mitigation*. Pursuant to [MMC 22D.030.070\(1\)\(d\)](#), an applicant is required to make a written proposal for mitigation of traffic impacts based on the concurrency recommendation. The applicant accepted the requirements outlined in the traffic concurrency recommendation on January 29, 2026 (**Exhibit 037**).

14. **Utilities.** Per [MMC 14.03.250](#), utilities are to be extended along the street frontages of the proposed project. Extensions of sewer and water mains, as well as a storm drain system for the roadway extension, will be required. The following utilities will be provided to the site:

- **Storm Drainage:** According to the Preliminary Drainage Report (**Exhibit 025**), prepared by Earth Solutions NW, dated October 31, 2025, the project is designed to comply with the Department of Ecology 2019 Stormwater Management Manual for Western Washington. Stormwater will be managed primarily through infiltration facilities, including bioretention swales and Type 1 drywells.
- **Water:** The proposed development will be served by domestic water via 8-inch line extensions from water mains located within Cedar Avenue and Grove Street.
- **Sewer:** The proposed development will be served by a new 6-inch line extension line from the sewer mains located within Cedar Avenue and/or Grove Street.

15. **Site Plan Review.** [MMC 22G.010.140\(3\)](#) requires the City to determine whether or not the project is consistent with the following items described in the applicable plans and regulations:

15.1. ***Type of land use permitted at the site, including uses that may be allowed under certain circumstances, such as planned residential development and conditional uses, if the criteria for their approval have been satisfied.***

Staff Comment: The site is located within the Downtown Master Plan Area and is zoned Flex Residential (FR). Pursuant to [MMC 22C.080.120](#), multifamily is permitted outright in the FR zone.

15.2. ***Density of residential development in urban growth areas.***

Staff Comment: The FR zone has a minimum density of 20 dwelling units per acre, with no maximum density. The proposed development would include 124 units on 3.82 gross acres, totaling a density of 32.5 units per acre; therefore, as proposed, the development would comply with the minimum density requirements outlined in [MMC 22C.080.140\(2\)](#).

15.3. ***Availability and adequacy of public facilities identified in the Comprehensive Plan.***

Staff Comment: The Comprehensive Plan designation for the subject property is Residential-Downtown. The proposed development has been reviewed for compliance with the Comprehensive Plan to ensure consistency with the goals and policies related to the Flex Residential designation and the Flex Residential zone.

As conditioned, staff finds that the proposed development is consistent with the City of Marysville Comprehensive Plan.

15.4. ***Development Standards.***

Staff Comment: Pursuant to [MMC 22C.080.410](#), multifamily developments are required to allocate open space areas for residents. Multifamily residential uses in the FR zone shall provide residential open space at a rate of 100 sq. ft. for studio/one-bedroom units and 150 sq. ft. for two or more bedroom units. Based on these requirements, the following residential open space would be required:

STUDIO/1-BEDROOM	(30) one-bedrooms x 100 sq. ft. = 3,000 sq. ft
2 OR MORE BEDROOMS	(78) two-bedrooms + (16) three-bedrooms = 94 = 94 x 150 sq. ft. = 14,100 sq. ft.
TOTAL OPEN SPACE REQUIRED	17,100 sq. ft.

As proposed and demonstrated on Sheet G104 of **Exhibit 030**, the development proposes a mixture of open space types as outlined in [Table 22C.080.410](#), such as Common Internal Open Space, Shared Indoor Recreation Areas (i.e. clubhouse), and Children’s Play Areas, totaling 21,519 sq. ft. Although not eligible to meet the requirements for residential open space standards, the development does provide small private balconies and ground-level patios for the proposed units. Therefore, as proposed, the development would comply with the residential open space requirements.

The purpose of the FR zone is to encourage a mix of uses, including artisan, workshops, small light industrial/manufacturing (indoors), commercial, and allows “missing middle” housing and low-rise apartments. As the proposed development is under four-stories, it would be considered a low-rise apartment.

The low-rise multifamily development and subsequent use of the property as affordable housing would comply with the intent of the FR zone, and as conditioned herein, would meet all of the applicable development standards outlined in Title 22 MMC, *Unified Development Code*. The proposed development, as conditioned herein, would make appropriate provisions for the public use and interest, health, safety, and general welfare.

16. **Parking Variance Criteria.** [MMC 22C.130.090](#) allows the Hearing Examiner to approve modification of parking requirements while considering the following factors:

16.1. ***Type of use proposed and traffic generation, including hours of operation, frequency of employee and customer trips, and other specific factors relating to the proposed use;***

Applicant’s Response: *The minimum parking requirement as defined in MMC 22C.080.230 is for market rate apartments and does not consider any reductions for affordable apartments.*

Staff Comment: Per the *Minimum Required Off-Street Parking Table* of [MMC 22C.080.230](#), multifamily is required to dedicate 1.25 parking stalls for 1-bedroom units and 1.5 parking stalls for 2 (or more) bedroom units. This code section allows some flexibility for special cases regarding unclassified uses per [MMC 22C.130.030\(2\)\(h\)](#), which allows the applicant to demonstrate that the specific development type may require different parking needs than what is prescribed in code.

With the application for the parking variance, the applicant provided an analysis of other affordable housing apartments and demonstrated that the proposed use would require a lower volume of parking stalls than is typically required for multifamily complexes.

16.2. ***Location of the subject property, proximity to and availability of public transportation facilities, likelihood of customers or employees to use public transportation;***

Applicant’s Response: *The closest transit stop to the project site is located along the site’s northern boundary along Grove Street at the Marysville Cedar and Grove Park and Ride and is served by one transit route. Additional stops are provided at the intersection of State Avenue and Grove Street, approximately 0.15 miles north of the project site, and served by three additional routes. Given the availability of non-motorized facilities between the site and the nearby transit stops, residents of the proposed development are anticipated to utilize the public transportation.*

Staff Comment: The Community Transit Marysville Park and Ride is located north across Grove Street. Further, as part of the application, the development will include the installation of a new 12 ft. by 4 ft. bus shelter along the northern boundary. As proposed, this development is situated in proximity to public transportation that would anticipate regular use by the development residents.

16.3. ***Other information which is relevant and necessary to make a determination as to the validity of the request for modification. Such additional information may include parking studies and traffic surveys for the proposed project vicinity and data concerning the actual parking demand of other similar uses.***

Applicant's Response: ITE includes data for affordable housing units estimating a peak parking demand rate of 1.0 vehicles per unit, the proposed parking supply rate of 1.25 stalls per unit exceeds the estimated demand. This equates to a peak parking demand of up to 124 vehicles, leaving a minimum of 31 parking stalls available during peak times of the day.

Local observations of comparable similar affordable housing developments showed an average parking demand rate of 1.30 vehicles per unit. However, these existing developments are located 0.03 miles to 0.18 miles from limited transit service with additional transit routes available 1 mile or more from each site. With consideration for the proximity of the proposed site to transit stops located along the northern boundary of the site with stops served by additional routes within 0.15 miles of the site, the further reduction in the parking supply of 0.05 stalls/unit is anticipated to be achieved. Additionally, the observed sites mix of one-, two-, three- and four-bedroom units are heavily weighted to larger units than the proposed project as well as offer affordable units at a higher income threshold than the proposed project resulting in lower anticipated parking demand rates at the proposed site with more smaller units and lower vehicle ownership.

See **Exhibit 014** for additional supporting materials.

Staff Comment: The applicant provided analysis of average trips along with parking demand for similar affordable housing sites. As demonstrated, it is anticipated that due to this project's proximity to public transit, this site would not require as many parking stalls as would typically be required for market-rate apartments.

- 16.4. ***In approving a request for the modification of the number of required off-street parking spaces, the hearing examiner may require that a transit stop be located on the subject lot in order to promote use of public transit and to justify a reduction in the required number of parking spaces.***

Staff Comment: This site is unique in that the Community Transit Marysville Park and Ride is located north across Grove Street. Further, as part of the application, the development will include the installation of a new 12 ft. by 4 ft. bus shelter along the northern boundary.

17. **Hearing Examiner – Required Findings.** [MMC 22G.010.170\(3\)](#) requires that the Hearing Examiner not approve a proposed development without first making the following findings and conclusions:

- 17.1. *The development is consistent with the comprehensive plan and meets the requirements and intent of the Marysville Municipal Code.*

Staff Comment: The Comprehensive Plan designation for the subject property is Flex Residential, which strives for compatibility of multifamily with established (or proposed) single-family neighborhoods while providing sufficient multifamily residences to meet increasing housing needs.

The proposed development and subsequent use of the property would be consistent with the pertinent development policies outlined in the Marysville Comprehensive Plan, Downtown Master Plan Area, and the intent of the Marysville Municipal Code, as conditioned herein.

- 17.2. *The development makes adequate provisions for open space, environmentally sensitive areas, drainage, streets and other public ways, transit stops, water supply, sanitary wastes, public utilities and infrastructure, parks and recreation facilities, playgrounds, sites for schools and school grounds.*

Staff Comment: Based on a review of the preliminary application materials, the development makes adequate provisions for open space, environmentally sensitive areas, drainage, streets and other public ways, transit stops, water supply, sanitary wastes, public utilities and infrastructure, parks and recreation facilities, playgrounds, sites for schools and school grounds.

- 17.3. *The development is beneficial to the public health, safety and welfare and is in the public interest.*

Staff Comment: Per Finding 15, the proposed development would be beneficial to the public health, safety and welfare and would be in the public interest as the subdivision has been designed in accordance with applicable Marysville Municipal Code requirements.

17.4. *The development does not lower the level of service of transportation and/or neighborhood park facilities below the minimum standards established within the comprehensive plan. If the development results in a level of service lower than those set forth in the comprehensive plan, the development may be approved if improvements or strategies to raise the level of service above the minimum standard are made concurrent with the development. For the purpose of this section, “concurrent with the development” is defined as the required improvements or strategies in place at the time of occupancy, or a financial commitment is in place to complete the improvements or strategies within six years of approval of the development.*

Staff Comment: Per Finding 13, the proposed development is concurrent, therefore, the Level of Service (LOS), as outlined in the Transportation Element of the Comprehensive Plan, would not be below an acceptable level because of the proposed development.

As conditioned, the development must submit payment for impacts to parks and traffic as part of final approval; therefore, the development is not anticipated to lower the level of service of transportation and/or neighborhood park facilities below the minimum standards established within the comprehensive plan.

17.5. *The area, location and features of land proposed for dedication are a direct result of the development proposal, are reasonably needed to mitigate the effects of the development and are proportional to the impacts created by the development.*

Staff Comment: As conditioned, the area, location, and features of land proposed for dedication are a direct result of the development proposal, are reasonably needed to mitigate the effects of the development, and are proportional to the impacts created by the development

18. **In House Days.** Pursuant to [MMC 22G.010.010\(3\)\(c\)](#), a decision on this application must be made within 170 calendar days from the date of the letter of completeness. As of the date of this recommendation, the application has been under review by City staff for (63) calendar days.

RECOMMENDATION

Based on the foregoing findings and conclusions, review of the application materials and other supporting documentation available to the Community Development Department, and the City’s regulatory authority to implement the policies, standards, and regulations of the Marysville Comprehensive Plan and Marysville Municipal Code, the Community Development Department respectfully recommends that the Hearing Examiner **APPROVE** the proposed **Multifamily Site Plan Review and Parking Variance**, subject to the following conditions:

1. The preliminary site plan (**Exhibit 033**) shall be the approved preliminary site plan layout or as amended and approved during civil plan or building permit review. In accordance with [MMC 22G.120.380](#), the approved application shall expire five (5) years from the date of final decision. The period may be extended by the director for up to one (1) year.
2. Prior to civil construction plan approval, the following shall be demonstrated:
 - 2.1. Per approved EDDS Variance (**Exhibit 021**), driveway access from Cedar Avenue shall be limited to a right-in, right-out condition. Design shall include an appropriate pork-chop island and signs, while accommodating pedestrian access on the sidewalk.
 - 2.2. The garbage/recycling enclosure(s) shall be constructed to adequately house one 8-yard garbage container and one 8-yard recycling container in a side-by-side configuration. Said enclosure shall be reviewed and approved by the City of Marysville Sanitation Department.
 - 2.3. Pedestrian pathways that traverse a parking area or drive-aisle are required to be constructed with concrete pavers or decorative colored, or stamped concrete clearly denoting the pedestrian

pathway. This detail shall be required to be provided on the civil construction plans.

- 2.4. A final Landscape Plan shall be approved and designed in accordance with the applicable elements of [MMC 22C.080](#) and [MMC 22C.120](#).
- 2.5. An illumination plan shall be approved and designed in accordance with [MMC 22C.080.450](#).
3. Pursuant to [MMC 22D.030.070\(6\)\(a\)\(ii\)](#), the traffic concurrency determination and the project's impacts and mitigation obligations shall expire upon expiration of the subdivision. The project is subject to the traffic mitigation obligations as required by the Traffic Concurrency Recommendation (**Exhibit 035**), dated January 26, 2026.
4. Per the Snohomish County Traffic Mitigation Worksheet for City Developments Impacting County Streets, to mitigate for the proportional share of traffic impacts, the applicant shall pay \$13,820 (15% x 498 ADT x \$185 per ADT) to Snohomish County.
5. The applicant shall submit payment to the City of Marysville for park impacts caused by the development in accordance with [MMC 22D.020](#), Parks, Recreation, Open Space and Trail Impact Fees and Mitigation. Park mitigation fees will be based on the fee schedules in effect at the time an individual building permit application is accepted by the City and shall be paid prior to building permit issuance unless deferred until a time preceding final building inspections being granted.
6. The applicant shall submit payment to Marysville School District for school impacts caused by the development in accordance with [MMC 22D.040](#), School Impact Fees and Mitigation. School mitigation fees will be based on the fee schedules in effect at the time an individual building permit application is accepted by the City and shall be paid prior to building permit issuance unless deferred until a time preceding final building inspections being granted.
7. Prior to building permit issuance, the applicant shall be required to demonstrate the proposed building has been designed in compliance with the *Design Standards – Building Design* outlined in Article VI of [MMC 22C.080](#).
8. Mechanical equipment located on the roof, façade or external portions of a building shall be architecturally screened so as not to be visible from adjacent properties at street level or the public street. For example, screening features should utilize similar building materials and forms to blend with the architectural character of the building.
9. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened by landscaping, fences, or walls.
10. All power lines, telephone wires, television cables, fire alarm systems, and other communication wires, cables or lines shall be placed underground either by direct burial or by means of conduit or ducts providing service to each building.

Prepared by: *Emily*

Reviewed by: *Angela*

EXHIBITS

The following Exhibits can be accessed electronically via the link provided in the exhibit header below:

[PA25-0021 – HASCO – Copper at Marysville](#)

- | | |
|---|---|
| 001) Land Use Application | 0021) EDDS Variance Approval |
| 002) Project Narrative | 0022) Resubmittal Letter |
| 003) Title Report | 0023) Fire Flow Results |
| 004) SEPA Environmental Checklist | 0024) Geotechnical Report
(duplicate of Exhibit 006) |
| 005) Traffic Impact Analysis | 0025) Preliminary Drainage Report, Revision 1 |
| 006) Geotechnical Report | 0026) SWPPP |
| 007) Preliminary Drainage Report | 0027) Preliminary Stormwater Report |
| 008) Preliminary Building Elevations | 0028) Stormwater – Operations & Maintenance |
| 009) Preliminary Landscape Plan | 0029) Snohomish County Traffic Offer |
| 0010) Preliminary Site Plan | 0030) Preliminary Civil Plans, Revision 1 |
| 0011) Preliminary Civil Plans | 0031) Technical Review Comments 2 |
| 0012) Letter of Incomplete | 0032) Concurrency Recommendation
(see revised Exhibit 035) |
| 0013) Project Narrative - Planned Action Criteria | 0033) Site Plan of Record |
| 0014) Parking Variance Request | 0034) Affidavit of Publication
(Notice of Application) |
| 0015) Letter of Complete | 0035) Concurrency Recommendation |
| 0016) Request for Review | 0036) Notice of Public Hearing |
| 0017) Determination of Planned Action | 0037) Concurrency Acceptance |
| 0018) Notice of Application | |
| 0019) Technical Review Comments | |
| 0020) EDDS Variance Request | |