



"Date: August 8, 2023

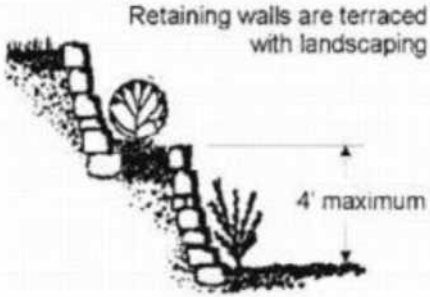
To:



City of Marysville
 Development Services
 80 Columbia Avenue
 Marysville, WA 98270

Response to Comments

Project Name: English Crossing Townhomes
 Project File Number: PA23-012- Technical Review 1
 Review Completion: June 19, 2023

CITY COMMENTS	LAND TECH RESPONSE
Development Services: Reviewer: Amy Hess, Senior Planner	
1. Include File Number PA23012 on all future plans and correspondence.	File Number Added
2. Please note this project is subject to the codified standards of the Lakewood Neighborhood Master Plan (LNMP) Design Standards in MMC 22C.065 .	Understood
3. A SEPA Determination/concurrency recommendation cannot be issued until the final layout of the roundabout at 172 nd Street NE and 19 th Avenue NE has been determined.	Understood
4. Please see comments from Jesse Birchman regarding revisions needed to the Traffic Impact Analysis	TenW provided responses and revised the TIR

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<p>5. Please see comments from Shane Whitney regarding the need for an Engineering Variance.</p> <p>Site Design</p>	<p>The north intersection has been moved north to align with 176th across the street.</p>
<p>6. For units that do not provide the required three parking stalls at the unit, please demonstrate that those stalls not adjacent to the unit are within 100 feet, as required by MMC 22C.130.020(5)fb.</p>	<p>Parking stalls have been updated for the units to meet this requirement.</p> <p>Please see Sheet P2. The interior units along the west property line do have tandem in-garage parking with just one stall counting to Resident Parking, a Guest stall in the driveway and the second Resident space next to the building per detail.</p>
<p>7. Pursuant to MMC 22D.050.030(4)fe), if retaining walls taller than four feet are used, and are visible from the street or adjacent property, they shall be terraced so that no individual segment is taller than four feet. On page 3 of the project narrative, it states that a 6' retaining wall will be placed along the back of the landscape buffer for buildings along 19th Avenue. Walls over 6 feet in height are required to be terraced, as depicted below.</p>	<p>There are no retaining walls over 4' proposed with this plan.</p>
<p>Figure 1. Tall retaining walls must be terraced with landscaping as depicted below.</p>  <p>Retaining walls are terraced with landscaping</p> <p>4' maximum</p>	<p>There are no retaining walls over 4' proposed with this plan.</p>
<p>8. Consistent with MMC 22C.065.040(2)(a)(ii), Primary building entrance(s) shall face the street unless it is not feasible due to parcel size, topography, environmental conditions, or other factors as determined by the director, and alternate design elements are incorporated into the facade which enliven the streetscape.</p> <p>. Units adjacent to 19th Ave. (179-194, and 226-236) shall have the primary</p>	<p>A lot of work has been “done” on resolving this burdensome requirement. The resolution that was arrived at was to provide a minimum 10' landscape buffer and Architectural Relief on these units with an access street on one side and non-access street to the rear or the side of the home and is visible to that street.</p> <p>The rule is well-intentioned and is actually appreciated as so many of these homes backed up to a non-access road have no character or</p>

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<p>entrance oriented towards 19th Ave. This is anticipated to be a condition of approval.</p>	<p>architectural relief on the drive-by side. However, there are other ways to resolve this eyesore than burdening the future families that will live in these homes.</p> <p>This rule ignores the families that will live in these homes in favor of someone driving by—believing a passer-by is more important than the family in the home.</p> <p>This plan destroys Private Space for the family and exposes the home to a second entry (against CPTED) by the nefarious.</p> <p>Can refer to Newman “Defensible Space” guidelines pointing out that it is the residents in the community that will defend your property and not a passer-by on the street, especially Arterial Streets.</p> <p>These Standards are misdirected in that they require houses to have two primary doors, one to the residential street and another to the arterial or adjoining street. Contrary to the real guidelines of CPTED. These homes will all have an orientation towards “the street”—that is the residential street where there are neighbors that care and defend each other’s homes. Having double access, with one to an arterial where the passer-by has no familiarity with who belongs in the neighborhood or even cares about the neighborhood, provides access to strangers without the vigilance that would come from members of the community.</p> <p>Per our group discussions, an acceptable alternative would be to provide Architectural Relief to this exposed side of the house along with a 10’ screening landscape. We are proposing architectural relief on the rear of the building facing 19th and we show a 15’ screening landscape Tract.</p>
<p>9. Consistent with MMC 22C.065.040(2)(a)(iii), Buildings with individual ground floor entries should face the street and/or common open space to the extent possible. This is anticipated to be a condition of approval.</p>	<p>Buildings do have individual ground floor entry and all primary entries do “face the street”. Those with exposure to the Common Open Space (COS) will provide architectural relief and will provide a 4’ solid fence with a 2’ lattice that will allow internal observers to look out to but restrict those outside from seeing into this Private Open Space.</p> <div style="display: flex; align-items: center; margin-top: 10px;">  <div style="margin: 0 10px;"> <p><i>Fences along lots that back up to Open Space will have 3 to 4 feet of solid board with 2 to 3 feet of open lattice above the solid fence. This is to allow for surveillance of Open Space Residents in the Community. Examples shown are concept, specifications will come with Engineering Plan submittals.</i></p> </div>  </div>

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<p>10. Consistent with MMC 22C.065.040(2)(e)(ii): Relationship to common open spaces:</p> <p>For residences with ground floor living spaces facing the open space, the building <i>must</i> feature at least one of the public/private space transition elements described below:</p> <p>Deck or porch option - Provide at least a 60 square foot porch or deck raised at least 1-foot above grade. The porch or deck must be at least 6 feet wide, measured perpendicular to the house face.</p> <p>(The deck may be recessed into the house floor plan so that the deck extends out from the house less than 6 feet). A low fence, rail or planting, 2 feet to 4 feet high, is recommended. A porch roof or weather protection is optional.</p> <p>Private open space option - Provide at least a 10 foot wide private open space along the face of the residence. The space may be paved or landscaped but must be delineated with a fence or planting 2 to 4 feet high.</p> <p>Landscaped area - Provide a landscaped area at least 8 feet wide along the face of the building. The plantings must reach 3 feet high within three years after planting.</p> <p>Raised ground floor- If the residence's ground floor is at least 3 feet above the grade adjacent to the building, then the landscaped area in option 3, above, may be reduced to 4 feet wide.</p> <p>Other transition design measure that adequately protects the privacy and comfort of the residential unit and the attractiveness and usefulness of the common open space at least as effectively as option 1 through 4 above, as determined by the City.</p> <p>A combination of the options described above. (e.g.: the residence could feature a smaller deck plus some additional private open space).</p> <p>Please depict and/or describe how the above standard is being met on the</p>	<p>The buildings have not been designed yet but at least one of the public/private space transition elements, as described, will be provided. Each Townhome has allocated 200 sf of Private Space that will be fenced. See Sheet P2 for depiction of Private Open Space</p> <p>A Deck or patio will likely also be provided.</p> <p>Private Open Space is provided and shown in this plan set. This space is at least 10' wide; varies from 16' to 24' and will be delineated with a fence.</p>

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<p>revised submittal. Please depict any proposed fencing on site plan.</p>	
<p>11. Fencing, in accordance with the fence standards in MMC 22C.065.120, will be required around the open space tracts adjacent to the roundabout and units adjacent to 172nd Street NE and 19th Avenue NE.</p>	<p>In accordance with the Fencing Ordinance listed, fences are provided between the Private Open Space and any Common Open Space.</p>
<p>12. Consistent with MMC 22C.065.120, fences adjacent to required common open space shall not exceed 4 feet in height.</p>	<p>MMC 22C.065.120(3)(d), the maximum can be 6 feet with the top two feet being open/lattice. That is per this proposal.</p>
<p>13. Consistent with MMC 22C.065.080, Townhouse open space, all townhouse developments shall provide at least 200 square feet of private open space per dwelling unit adjacent to, and accessible from, each dwelling unit. Please correct the reference on the site plan.</p>	<p>At least 200 sf of Private Open Space is provided per this proposal to each Townhome</p> <p>Not sure where this reference was.</p>
<p>14. Staff has concerns with the biocells that have a 4-5 foot grade change from the edge of unit yards (see units 93-103 as an example). These areas do not appear to be accessible. Is it possible to add access point with stairs or a more gradual slope into the area?</p>	<p>Biocells and inlets to biocells have been revised to limit grade change to 2' or less. This does mean using alternative conveyance options that move the water along the surface.</p> <p>We agree, 4 to 5 is too deep.</p>
<p>15. Street trees are required to be planted along all streets and access roads/easements, and should be separated from the roadway with planting strips. Street trees should be planted between the curb and the walking path of the sidewalk. Where planting strips are not incorporated into the design, street trees shall be located behind the sidewalk. Please revise the landscape plan to include street trees on all interior access roads.</p>	<p>These are all Private Drive Aisles and not Public Streets and landscape plan has incorporated trees along Drive Aisle Frontages.</p>
<p>16. Please see comments from Don McGhee, Assistant Fire Marshall, regarding required turning radii, pavement widths, and hydrant requirements.</p>	<p>Turning Radii have been increased per Fire Marshall Comment.</p>

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<p>17. Please indicate whether units are proposed to utilize individual garbage and recycle totes. If not, please indicate where collection bins will be located.</p>	<p>Units will utilize individual garbage and recycle totes. NO collection bins.</p>
<p><u>Connectivity</u></p>	
<p>18. Consistent with MMC 22C.065.130, Street Connectivity, new development in the mixed use zones shall provide an integrated and connected network of streets to provide "direct" walking route options, orientation, a sense of place, and multiple travel route options. Blocks shall be designed to provide vehicular connections at intervals no greater than 600 feet and pedestrian access at intervals no greater than 300 feet (200 feet is preferred). Additional pedestrian access points are needed on Aisle C and Aisle F, as well as from Aisle H to 19th Avenue.</p>	<p>It is unfortunate, but some of these rules are made up to fit a nice little rectangular property on a flat piece of paper.</p> <p>This project has good pedestrian circulation currently built in. We have added a SW connection to the 172nd frontage, and a sidewalk from the east end of Aisle H to 19th.</p> <p>If you analyze likely pedestrian movement and the proposed sidewalks and connections have a good "flow" for getting to offsite attractants. Most will walk south to 172nd and then east to the Shopping centers. Some may cut through the Lodge Apartments along 174th. And less may cut through the Lodge at 176th. This plan has good routes to get pedestrians where that would want to go. We do not need a bunch of sidewalks to no-where that may just be attractant to rateros.</p>
<p>19. Consistent with MMC 22C.065.130, Street Connectivity, internal paths are encouraged to provide access at intervals no greater than 300 feet to improve pedestrian mobility. These pathways shall be constructed to sidewalk standards for local access roads or be designed as multi-use trail per City standards. Pedestrian access ways shall conform to applicable ADA requirements. <u>Crushed gravel is not an acceptable surface.</u></p>	<p>Why are they not considered "Neighborhood Pathways per EDDS 3-519.B? These are not multi-purpose trails that are designated for bicycle use also. Per EDDS 3-519.B, these pathways shall be a minimum of 4' wide and can be designed with two and one-half inches of crushed rock or wood chips over cleared native material. This is a much more appropriate designation for the intent of these pathways other than a multi-purpose Trail per EDDS 3-519.C.</p> <p>Fine crushed stone can be designed for ADA Use.</p>
<p>20. Pedestrian connections are required from entries of the units adjacent to 19th Avenue and 172nd Street NE (where possible on 172nd). These connections shall be depicted on the site plan. This is expected to be a condition of approval.</p>	<p>This has been discussed above. These units are sitting 4' to 5' above the street level requiring stair cases at every unit. There would be 27 stair cases that would ruin the aesthetics of the landscape screening buffer as proposed.</p> <p>It is not practical and is counter to the Crime Prevention Through Environmental Design criteria.</p>
<p>21. Sidewalks and pathways should be separated from the roadway by planting strips with trees whenever</p>	<p>For this Condominium Townhome project, having SWs separated from the roadway is not practical or</p>

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<p>possible. Pedestrian walks shall be separated from structures at least three feet by landscaping. Where the walkway is adjacent to ground level dwellings with windows facing the path, provide at least 15 feet of separation between the window and the path.</p>	<p>typical in this type of development. Pedways are separated by 20' or so from windows facing these facilities.</p>
<p>22. Applicant shall demonstrate how units 208-210, 107-109, and 213 can safely back out of the driveway without conflicts with the proposed medians.</p>	<p>There are no planter medians in front of those driveways. These units have access to a 3rd lane and have more room to maneuver than the units on Drive Aisles.</p>
<p><u>Building Design Standards</u></p>	
<p>23. Compliance with the following sections of MMC 22C.065.040 are expected to be conditions of approval and will be reviewed once building permits are submitted.</p> <p>MMC 22C.065.040(6): Building Design - Human Scale Standards</p> <p>MMC 22C.065.040 (7): Building Design - Architectural Scale.</p> <p>MMC 22C.065.040 (8): Building Design - Entrances.</p> <p>MMC 22C.065.040 (9): Building Design - Details.</p> <p>MMC 22C.065.040 (10): Window Design for Residential Uses.</p> <p>MMC 22C.065.040 (11): Building Materials.</p> <p>MMC 22C.065.040 (12): Blank Walls.</p>	<p>Understood and will show compliance with Building Permits.</p>
<p>Civil Plan Review: Reviewer: Shane Whitney, Civil Plan Review</p>	
<p>1. <u>Existing utilities:</u></p> <p>a. Sanitary sewer: None that is available to connect to at this time. The project will need to connect to the future trunk line being extended up from 156th.</p> <p>b. Water: There is an existing 12 inch main within 172nd and an 8 inch within 19th that I don't have record drawings for at this time.</p>	<p>Sewer going Construction from 156th has started with plans from 3 projects to bring the sewer to just south of Ziplly Fiber Station. This project will likely have to extend to 172nd and up 19th.</p> <p>Waterline has been located and Fire Flows in Lodge Apartments have been obtained.</p>

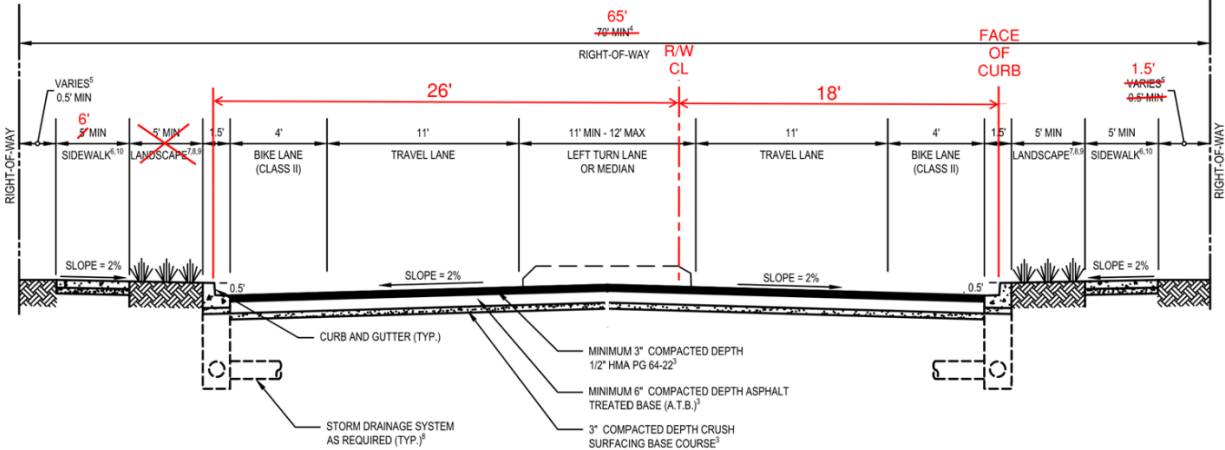
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<p>c. Storm: The existing conveyance system fronting the parcel does not have any record drawings available.</p>	<p>Will have to put in new culvert under 172nd to lower and add conveyance to the south to catch existing inverts.</p>
<p>2. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project.</p> <p>a. Sewer main extension of the future trunkline will need to be completed along the project's frontage of 172nd.</p> <p>b. Water mains should end up being extended along 19th Ave prior to this project starting. So if those projects are underway, an extension may not be necessary.</p> <p>c. Storm drainage facilities will need to be provided for the sections of 19th Ave and 172nd Street that will be widened by this project.</p>	<p>Sewer main will be extended along 172nd and 19th.</p> <p>That is very fortunate 😊</p> <p>Stormwater management for runoff on 19th is included in this proposal. It also provides for the future roundabout and the short frontages on 172nd.</p>
<p>3. Frontage Improvements: Frontage improvements are required per MMC 12.02A.090 on all projects. Frontage improvements are described as curbs, gutters, and sidewalks; underground storm drainage facilities; patching the street from its preexisting edge to the new curb line; and overlayment of the existing public street to its centerline.</p> <p>a. The Traffic Engineer has provided the guidance to be followed for the improvements that need to be made to 19th Ave and 172nd Street. There have been some discussions on what the applicant is proposing on 19th. At this point the City is agreeable to eliminating the planter strip along 19th and having a 6 foot sidewalk.</p>	<p>Frontage Improvements shown were based on some issues with how the road was constructed on the east side. The adjustments in the road section on the next row down were provided by Ken. This proposal is consistent with that road section.</p> <p>Below is the message as we got it:</p> <p><i>Hi Merle –</i></p> <p><i>I'm familiar with that site, and the frontage improvements are going to be a little unusual there.</i></p> <p><i>We're anticipating a 3-lane arterial there with bike lanes per the attached standard plan, which requires a 15-ft dedication from your property. However, that road section doesn't coincide with the improvements already in-place on the opposite side of the street. Long-story there, but the revision shown below to Std. Plan 3-201-004 should fix things within your required 15-ft dedication.</i></p> <p><i>Basically, we'll just have you eliminate the planter on the west side, and install a 6-ft sidewalk instead of a 5-ft walk. That will provide the travel/bike lanes. I've already coordinated with Planning, and they're OK with placing street-trees behind the walk for this situation.</i></p>

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b. The position of the roundabout has not yet been finalized, the project will need to continue working productively with the adjacent projects to get it constructed.

Let me know if you have any questions or would like to discuss further.

Approval on Roundabout is in works at WSDOT, this project will grant dedications to make this work. WSDOT now has the ICE and final designs should be forthcoming.



4. Dedication Requirements:

a. It appears that a 15-foot dedication is necessary along 19th Ave to provide a 35 foot half width of right-of-way. Which is consistent with the typical dedication shown on the required road section shown on SP 3-201-004. As the adjacent project should have dedicated additional right-of-way and moved the centerline of the road to the east, as stated above the City is agreeable to a modified section and deleting the planter strip.

b. As shown on the supplied drawing additional area is

Design is per these directions.

Understood—working to resolve and will dedicate

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<p>necessary for the roundabout and widening on 172nd. At this time I cannot be specific on the amount of area that will be required.</p>	<p>what <u>is needed</u></p>
<p>5. <u>Access:</u></p> <p>a. In accordance with section 3-301 of the EDDS, the northern access should be offset a minimum of 150 feet from 176th Ave NE for a full access. Should the choice be for a right in and right out traffic pattern, which can be reduced to 125 feet. As shown, an engineering variance would be necessary.</p> <p>b. The internal drive aisles must at a minimum have an asphalt width of 24 feet, if a rolled curb is used 22 feet of asphalt is allowed.</p> <p>c. The circulation pattern for the internal roadway system shall be compliant with the Fire Marshall's standards.</p>	<p>a. Northern Drive Aisle now “S” curved to align with 176th</p> <p>b. Not sure where the 24’ comes from, these are Drive Aisles and the Parking Code states 22’ of pavement required for perpendicular parking. Mixed Use District Access Streets table indicates 20’ is min. We are providing 22’ of pavement with rolled curbs.</p> <p>c. Circulation was stated as ok by Fire Review</p>
<p>6. <u>Drainage:</u> All projects in the city of Marysville must comply with requirements stipulated under the MMC 14.15.040 and 14.15.050.</p> <p>a. Stormwater drainage: The following items will be necessary in the next submittal for the drainage analysis:</p> <ul style="list-style-type: none"> • A developed basin map showing the contributing areas to all the bioretention cells. • Please list the amount of area that is proposed to be bypassed, as well as the justification as to why it is allowed to bypass the onsite facilities. 	<p>Basin Map Provided—See Sheet C21</p> <p>Areas of By-pass are shown on C21 also. It is also explained in Section 2.6 MR #5 in the Drainage Report. There are two areas, one along the west property line and one on the north property line. Both areas will be native growth or will have BMP 5.13 Soils placed on surface are</p>

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<p>b. A geotechnical report will be required. With the separation from the seasonal water table being limited, a mounding analysis will be necessary. The mounding analysis shall be performed with data collected during a wet season.</p> <p>c. The maximum allowed impervious surface coverage for the Zoning designation is 85%.</p>	<p>reseeded/landscaped with native plants and screening trees. There is no change in runoff from the west area along the RR tracks. There is a ditch on the north site that is just offsite and while there may be some grading, the finished area will be as above. The Ditch flows will not change and runoff from the ditch is being picked up in a by-pass pipe taking other runoff from the north is a separate pipe and connecting to downstream by-pass.</p> <p>Groundwater elevations will be evaluated. This project does not rely on infiltration due to existing soils not really being infiltratable. Rock Chambers are simply detention chambers. This site is just outside the "Marysville Trough" with subsoils being silt and till.</p> <p>Less than 50% of the site is impervious area.</p>
Other Comments:	
9. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum	We like that also—connects us to the rest of the World 😊
10. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.	Grading and Fills to be Compliant with 22D.050.030
11. A right of way use permit for all work proposed within City right of way is required. Cost for the ROW permit is \$250.00. ROW permit fees must be paid before right of way permit issuance.	Understood
<p>Marysville Fire District: Reviewer: David Van Beek, Assistant Fire Marshall</p>	
<i>A minimum 26' wide drive aisle is required for aerial fire apparatus access.</i>	With 22' pavement, rolled curb, and 6" thick mountable sidewalk, this proposal provides 29' for fire apparatus access
<i>Fire sprinkler systems are required in</i>	OK

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<i>all units.</i>	
The maximum hydrant spacing allowed for MU/MF use is 300' apart. The spacing of fire hydrants shown on the Civil Plan is not adequate, add two more to make spacing work.	Fire hydrants have been updated to meet the maximum spacing requirement.
Road width proposed will meet the 26' requirement if a rolled curb 6" thick sidewalk is installed. Plans also propose 20' inside radius, minimum 25' is required.	Our Drive Aisles have 24' driving surface, rolled curb and 6' thick sidewalk. Radii have been modified to 25'
7. <u>The buildings will require residential fire sprinkler system installations.</u> The IRC townhome buildings will require NFPA 13D fire sprinkler systems in each townhome unit.	Understood
8. Where residential fire sprinklers are required the developer should install a water service per Standard Plan 2-090-001 Full 3/4" & 1" Meter Service. Under this plan a 1" tap is made at the water main and 1" piping is run to the 1" meter setter. If in the end a 3/4" water meter will suffice then all that is required is to install two reducer bushings with the 3/4" water meter. A single service tap should be used where sprinklers are required, not a double service installation.	1" service lines from the Watermain are noted on Water Plans
10. Access planned appears adequate for aerial fire apparatus access if a rolled curb is used. Access of 22' wide is shown on the plan with a 5' sidewalk on one side. A minimum 26' wide fire apparatus access is required in the immediate vicinity of any building more than 30' in height for ladder truck operations, with the near edge of the access located within 15'-30' of the building, positioned parallel to one entire side	Up to 29' is provided with 22' pavement, rolled curb, and 6" mountable sidewalk.

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of the building (MMC 9.04.503.1.4).	
11. The drive aisle be posted “NO PARKING - FIRE LANE” to maintain unobstructed emergency access. The signage must be shown on the civil plan.	NO-PARKING—FIRELANE signs or showing on the Road Plan and Profile Sheets starting with C-10. There is the sign detail. The symbols are too small to notice on other plan view sheets.
14. Access for firefighting operations along all sides of all buildings is required. A minimum 10' wide access is required for MF dwellings. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 200 feet of a fire apparatus access roadway	The minimum 10' building separation is as proposed with some buildings having 15'. The longest route around the buildings is less than 150' from a fire lane
Public Works: Reviewer: Jesse Birchman, Transportation & Parks Maintenance Manager	
1. The submitted Traffic Impact Analysis (TIA) generally satisfies the required elements of a TIA. The following comments are provided with several required to be addressed before final approval. An updated TIA document addressing the following comments is recommended. <ol style="list-style-type: none"> a. A review of intersection collision history is provided but add a review of collisions along roadway segments between intersections. Roadway collision rates per million entering vehicles (MEV) should be provided and a more detailed review and evaluation of project impacts is required when greater than 10.0 collisions per MEV. b. The recently adopted Washington State transportation budget delays the start of construction of the 156th St NE interchange indefinitely past 2030. As a result, traffic diverting from 172nd St 	For Responses to all Traffic Comments, please see attached response MEMO form from TenW Traffic Engineers and updated TIA.

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<p>NE can no longer be assumed for this evaluation since the English Crossing project is not yet entitled. Note that recent forecasting indicates the 172nd St NE/27th Ave NE intersection will fail the WSDOT's LOS standard regardless of buildout of the Lakewood subarea road network without this improvement.</p> <p>c. An evaluation without the following future improvements are recommended to possibly avoid their construction as a condition of approval under traffic concurrency requirements.</p> <ul style="list-style-type: none"> i. The 172nd St NE/11th Ave NE roundabout (TIP #25) is not yet a condition of approval of any development and is not otherwise funded. ii. The new 23rd Ave NE and 169th St NE roadways (TIP #48) are not yet a condition of approval of any development. While potentially funded by traffic impact fees (TIF), construction within 6 years of construction completion would be a condition of approval unless offsite concurrency requirements are forecast to be met without these improvements. <p>d. Although previously required and coordinated for this development proposal, TIA guidelines were recently updated to typically use unmodified ITE <i>Trip Generation</i> methods and data.¹</p>	

¹ With the exception of some pass-by rates published by Snohomish County.


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<p>An updated trip generation estimate consistent with this approach would be approvable and likely beneficial for TIF and off-site traffic operations; however, no update is required given the otherwise conservative forecast that is documented.</p> <p>i. Please additionally note that the fitted curve equation vs. average rates should be consideration consistent with the <i>Trip Generation Handbook</i> direction (see Figure 4.2 and related narrative).</p> <p>e. 2032 No Action turning movement volumes appear less than the 3% annual growth from existing 2023 traffic counts described in the TIA. Additionally, movements at 23rd Ave NE/172nd St NE and 27th Ave NE/172nd St NE that should be unaffected by the 156th interchange diversions appear incorrectly applied (e.g. westbound left-turn decreases from 2026 to 2032 conditions). Please describe the basis for the 2032 forecast No Action volumes.</p>	
<p>2. Traffic Impact Fees (TIF) are required at the time of building permit issuance. Fees may be required from the County and State and depending on trip generation/distribution.</p> <p>a. Marysville's current TIF rate is \$6,300 per weekday PM peak hour residential vehicle trip.</p>	

<https://www.snohomishcountywa.gov/1095/PuBLic-Works-DPW-RuLes>

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<p>Note that the City is beginning an effort to update the Transportation Element of the Comprehensive Plan and related updates the TIF program. This rate is likely to change in 2024 or 2025.</p>	
<ol style="list-style-type: none"> 1. The following comments are provided regarding required roadway section frontage improvements. <ol style="list-style-type: none"> a. 19th Ave NE, 172nd St NE west of 19th Ave NE, and 172nd St NE east of 19th Ave NE on the preliminary civil plans appear generally consistent with city requirements. Dimensions and/or roadway cross-sections for both 172nd St NE segments should be added to confirm consistency with EDDS Standard Plans 3-201-005 and 3-201-002, respectively. b. Design coordination at the 19th Ave NE/172nd St NE two-lane roundabout remains ongoing among multiple interested development proposals and City staff. This design shall be resolved before final binding site plan approval. 	

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<p>4. Although not required for land use approval, the following comments are provided to guide later civil construction plan approval. No response is required at this time.</p> <p>a. Street Lights are required along any constructed frontage improvements consistent with EDDS 3-506 and the Lakewood Neighborhood Master Plan.</p> <p style="padding-left: 40px;">i. Street lighting on 19th Ave NE and 172nd St NE shall be decorative style street light assemblies with LED fixtures per EDDS Standard Plan 3-506-001.</p> <p style="padding-left: 40px;">ii. 19th Ave NE shall be designed as Collector Arterial/Commercial.</p> <p style="padding-left: 40px;">iii. 172nd ST NE both west and east of 19th Ave NE shall be designed as Principal Arterial/Commercial.</p> <p>b. A signing and marking plan shall be required as part of civil construction plans.</p>	
<p>Lakewood School District: Reviewer: Scott Peacock, Superintendent</p>	
<p>1. We appreciated the fact that there were few dead-ends in the proposed development, allowing buses the opportunity to travel through the neighborhoods, pick students up at designated stops (to be determined later) and leave neighborhoods without turning around. We anticipate some traffic delays as buses make stops and</p>	<p>These are Private Drive Aisles but will be 24' wide so a bus could easily pull through the site.</p>

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<p>parents/community members wait for students to be seated before the bus moves on. However, we do not anticipate large groups of students at any one stop, as they can be distributed, reducing wait times/delays for other cars on the streets. On-street parking could make student stops/pickups a bit more difficult. It is not clear how that might be addressed by the developers before routes and stops are identified, but it is a consideration.</p>	<p>“No Parking Fire Lane” signs are placed along the Drive Aisles.</p>
<p>2. The more significant issue and concern held by the District is the fact that there is no provision within this project for sidewalks along 19th Avenue NE or along 172 St. NE. In the project narrative, it states the following on page 9: “Lakewood Schools are about ½ mile west of 19th Ave roundabout. Lakewood schools bus all students to school. There is a delineated path along the south side of 172nd and a 10' sidewalk will be built on the north side as properties develop along 172nd.” The District urges developers of this project to build sidewalks along 172nd St. NE and 19th Avenue NE for the following reasons:</p> <p>a. As the narrative states, our schools are only ½ mile away. While we are a busing only district by practice, students are not required to ride a bus, nor do we have the capacity to enforce this, especially in the morning as students leave their homes. This development is outside of school zones. We also do not have the capacity to monitor and prevent students from walking along these roads. When the English Crossing development is built so close to Lakewood schools, the <i>reality</i> is that students living in this development will walk, creating a dangerous situation. The only way to mitigate this dangerous situation for children and other pedestrians is to build sidewalks on both sides of the road when developments are built. Construction of sidewalks on the north side of 172nd is speculative and does not come with any timeline. Sidewalks built</p>	<p>Sidewalks are proposed along project side of frontage.</p> <p>The project will build its fair share of sidewalks as will other developers between here and the school.</p> <p>Until all the sidewalks are built between this site and the school, students from English Crossing can go to the crosswalks at the roundabout at the intersection of 172nd and 19th Ave NE. There is a widened shoulder with a paint strip to delineate a walking path. We do see lots of students currently using this path along with the Schools Cross Country Team out on Training Runs.</p> <p>I too would like to see this road fully developed as it should be, but the City has chosen to have developers make incremental improvements to the road system. It would be preferred that this entire corridor get built up-front of the development. This can be done by several methods; one not so good way would be Local Improvement District (LID). A better method would be by Tax Incremental Financing—this is how these kinds of important infrastructures should be developed. The City has not chosen this path.</p>

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<p>along the north side of 172nd also do not reasonably address this situation because Lakewood schools are on the south side of 172nd further up the road. Students walking from or walking to English Crossing would have to cross the state highway twice if they wish to access sidewalks in order to get to Lakewood schools.</p> <p>b. We would also point out that the “path” referenced along the south side of 172nd is actually a narrow dirt shoulder on the road. Students walking along this should be in danger from passing traffic. This is further complicated by having to cross railroad tracks prior to reaching our schools. While we recognize that any sidewalks and pedestrian controls built along the road past the boundaries of this development are likely not the responsibility of the English Crossing development, this issue needs to be addressed by developers and/or the City of Marysville, given the realities of development along this corridor. Failure to do so is to invite a tragic accident.</p>	 <p>Aerial Photos do not support that description. These are the typical widened shoulders found throughout the county for “Safe Walking Conditions”. This paved shoulder appears to be between 5 and 6 feet wide and goes from the sidewalks in front of the school to the sidewalks near 23rd.</p> <p>We do not disagree on this last point. A good solution was presented above—Tax Increment Financing for the entire corridor.</p>
<p>Please build sidewalks along the roads around this development. Our district appreciates the opportunity to provide feedback on this process. I am happy to discuss our concerns further, if that would help. Please let me know if you need anything else.</p>	<p>A 6’ sidewalk is proposed for the frontage on 19th Ave NE and a 10’ sidewalk is proposed on the frontage with 172nd St NE</p>
<p>Public Works: Reviewer: Ryan Carney, Surface Water Inspector</p>	
<p>1. The City has adopted the 2019 Stormwater Management Manual for Western Washington. (UIC rules apply to infiltration trenches, see Volume I, Chapter 4 UIC Program. Contact the Department of Ecology for permitting information.)</p>	<p>Infiltration is not proposed. The soils are slit/clay and till on this site. It is at the outside fringe of the “Marysville Trough”.</p>
<p>2. Multifamily projects triggering minimum requirements #6 Runoff Treatment and</p>	<p>This form will come with the LDA Applications.</p>

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<p>#7 Flow Control will be required to record a covenant/easement for all of the facilities that will become privately owned and maintained (attached). A draft should be submitted with Civil Plan review documents. An online copy of this form can be found by visiting the City web site:</p>	
<p>3. Please include stormwater facilities on landscaping plans.</p>	<p>Concept landscape plans are submitted with this Site Plan Approval. Detailed planting to be provided with LDA application.</p>
<p>4. Please provide maintenance access to the structures located in Biocell A.</p>	<p>Access provided. Biocell A is not E. the control structures are adjacent to the sidewalk and are accessible for vector work. We can add a</p>
<p>Public Works: Reviewer: Kim Bryant, Water Operations Supervisor Tim King, Utility construction Lead II, Ryan Keefe, Water Operations Lead II</p>	
<p>1. Install a gate valve on each side of tee or cross at intersections;</p>	<p>Fully valved Tees are provided</p>
<p>2. Aisle B east end shows water main stopping on 19th Ave, at a minimum a cap and 2" blow off assembly needs to be installed;</p>	<p>Aisle B is connecting to the main in 19th and Tees into the main in Aisle C. Aisle C has two "dead-ends" and a 2" blow off assembly is indicated at those end points.</p>

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3. Water details not shown;	City of Marysville Water Details plan has been added to the plan set.
4. Install meter boxes outside of concrete wherever possible. If meter box is to be installed within concrete use 1" meter box regardless if 5/8" meter is to be installed.	All service lines to the meter and the meter boxes are specified as 1"
Community Development Department: Reviewer: Michael Snook, Building Official	
6. A Geotechnical report shall be submitted to the City for this project. This is to be an in-depth report to address the following: <ul style="list-style-type: none"> • Soil Classification • Required Drainage Systems • Soil Compaction Requirements • Type of Footings, Foundations, and Slabs Allowed • Erosion Control Requirements • Retaining Walls • Fill and Grade • Final Grade 	Geotech Provided
Marysville Police Dept: Reviewer: Brad Akau, Commander	
The Police Department recommends the following: <ul style="list-style-type: none"> • The builder is to provide low-level lighting on the access driveway that is maintained within the property lines. • Builder to provide lighting in the play area/open space and parking areas, which is also maintained within the property lines • The address and complex name should be clearly visible from the street • Apartment numbers should be visible from the access drive • Shared securable mailboxes installed where activity around it 	Recommendations to be addressed with Site Plan Construction Plans and with Building Plans. There will be no dumpsters on this site, there will be individual receptacles from each unit.

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<p>can be viewed by residents from inside their residence and preferably lighting nearby so it can be seen during the hours of darkness</p> <ul style="list-style-type: none"> • Shrubs should be no more than three (3) feet high for visibility from the lower unit windows to parking/pedestrian areas • Lower branches on trees to be at least seven (7) feet off the ground for visibility from the lower units to the parking/pedestrian areas • The dumpster area should be visible from exterior fencing or enclosed and secured to eliminate a hiding area • All outside receptacles should be securable to discourage illegal activity 	
<p>PUD: Reviewer: Mary Wicklund for Mark Flury, Senior Manager</p>	
<p>Please be advised that per WAC 296-24-960 the minimum worker safety clearance from any District distribution conductor is 10 feet. Therefore, the District requires a minimum 14-foot clearance from any structure to accommodate workers, scaffolding and ladders. Minimum worker safety clearance from 115kV transmission wires is 20 feet.</p>	<p>Note taken</p>
<p>The existing single-phase overhead primary line and service on property will need to be removed. Any underground conversion at developer expense. The project requires a feeder and 3 three-phase underground line extension, and the roundabout on 172nd will require three-phase overhead primary feeder relocation on 172nd. Please include any</p>	<p>We understand that the Power and the project side of 19th will have to be modified and placed underground.</p>

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project related utility work in all applicable permits.	
<p>There are a several critical-area permit matters that will need to be addressed for utilities to be installed. All applicable utility work should also be included in the SEPA. Please also include any required utility work in the scope of all applicable land use/development permits including for any planned over- or under-stream and wetland utility crossings and for the storm water permit.</p>	<p>This seems to be a boilerplate comment and not specific to this project. There are no critical areas on this side and the Army Corp has already determined the ditch south of 172nd is non-jurisdictional. Fisheries and also recognized this as not being a fish screens some 3,000 feet south of 172nd.</p>
<p>WSDOT: Reviewer: Dawn Anderson, Development Services Engineer</p>	
<p>The TIA is accepted without comment since this development will be completing a companion ICE. The ICE will need to include all pipeline project trips for determining roundabout configuration. The TIA did not include any pipeline projects.</p>	<p>Thank you, Dawn, —we understand that the Lodge Apartments has prepared an ICE and they are working with WSDOT on a acceptable Roundabout Design.</p>
<p>No mitigation is proposed directly to WSDOT, but TIA does state on page 30, English Crossing project will build a portion of the roundabout" at 19th Avenue NE/172nd Street NE. We will likely need a meeting with city and developer to see what portion this development is constructing</p>	<p>This project is dedicating extra property to facilitate the building of this roundabout given the ZipleY Substation to the south. What additional portions this project commits will come from its mitigation fees.</p>
<p>Snohomish County Public Works: Reviewer: Monica Summerset, Land Development Analyst</p>	
<p>If the development is subject to SEPA, then mitigation under the county/city interlocal agreement is required.</p> <p>The applicant has two options for determining the development's proportionate share mitigation. The applicant may (1) prepare a comprehensive traffic study to determine the development's proportionate share impact to the county adopted capacity improvements or (2) the applicant may have its proportionate share impact mitigation based on its average impact to County facilities as described in exhibit 2 of the ILA.</p>	<p>A written offer will be provided.</p>

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<p>If option 1 is chosen, a comprehensive traffic study is needed consistent with the attached checklist.</p> <p>If option 2 is chosen, the mitigation can be calculated based on \$/new ADT impacting the county road system.</p> <p>The county requests mitigation based on one of the two options identified above.</p> <p>A written offer is required for either option chosen and an offer form is attached for the applicant's use.</p>	
<p>Please return the completed form to Contact.pwCMS@snoco.org.</p>	
<p>Stillaguamish Tribe: Reviewer: Kerry Lustr</p>	
<p>We would request notification of ground disturbance on this project.</p>	<p>Notification can be provided. This is a fill site so there will not be much excavation into native soils</p>