

LAND TECHNOLOGIES, INC.

PLANNING • PERMITTING • ENGINEERING



Date: April 30, 2023

To:

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

Response to Comments

Project Name: 104th (Dell's Nursery) Rezone/Site Plan
 Project File Number: PA22041
 Review Completion: December 22, 2022

CITY COMMENTS	LAND TECH RESPONSE
Community Development Department: Reviewer: Chris Holland, Planning Manager	
1. Include File Number PA22041 on all future site, civil construction, landscape and lighting plan submittals.	File Number PA22041 has been added on plans and reports.
2. Prior to issuing a SEPA Threshold Determination, a preliminary critical areas report and mitigation plan shall be required to be submitted, in accordance with MMC Chapter 22E.010 <i>Critical Areas Management</i>	Critical Area Report and Mitigation Plan from CA Consultant Provided with this submittal.
3. Attached are citizen comments. Please ensure your response memo addresses these comments. In addition to the attached comments CD also received a phone call from a concerned citizen related to the proposed off-center driveway alignment with 42 nd Avenue NE and potential ingress and	Responses to Citizen Comments attached. Sight Distance Analysis provided. See Sheet C9 of the Civil Plans <i>The west edge of the existing ROW to the south aligns with a line 40' west of the property line on this property. This applicant also owns</i>

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<p>egress site distance issues related to the elevated BNSF RR crossing. Please review for sight distance and provide a response.</p>	<p><i>the property on the south side of 104th and will be submitted for a Site Plan Approval on that property later this year.</i></p> <p><i>The Driveway location provides better separation from the tracks and improved site distance. The Centerline offset of the access point and Center of ROW on 42nd is about 15'.</i></p>
<p>4. Provide an existing conditions survey of the site that depicts, or references, if unable to depict, all of the encumbrances outlined in the Title Report prepared by First America Commitment, dated October 11, 2021.</p>	<p>Encumbrances added to Sheet P1 and Sheet P2. Encumbrances are labeled on map.</p>
<p>5. Amend Sheet P1, as follows:</p> <ul style="list-style-type: none"> a. Rows of parking are required to be located no greater than 45' from a minimum 5' wide landscaped island. Parking stalls P19 - P28, P47 - 57 do not comply with this requirement. Additionally, a landscaped island is required on the north side of P44, north and south side of P45 & P46 and north side of P87. b. The proposed solid waste collection areas shall be landscaped on the north and south sides with a minimum 5' wide landscape island. c. Provide bicycle parking calculations in accordance with MMC 22C.130.060. d. Provide carpool parking calculations in accordance with MMC 22C.130.030(3). e. Provide a detail of the required carpool parking signage. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays. f. Add the following notes: Prior to civil construction plan approval, the applicant shall be required to demonstrate compliance with the applicable landscaping standards outlined in MMC 22C.020.250(4) and MMC Chapter 22C.120 	<p>Parking Lot Landscape updated to meet criteria with LS Islands at 45' from all parking stalls.</p> <p>Landscape Island added</p> <p>Collection facility has landscape around the three sides.</p> <p>Bicycle calculation has been added on P1.</p> <p>Carpool parking calculation has been added on P1.</p> <p>Sign Detail Added to Sheet P1</p> <p>The following notes have been added on P1.</p>

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<p><i>Landscaping and Screening.</i></p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Site Design Utilizing Crime Prevention Through Environmental Design (CPTED) Principles outlined in MMC 22C.020.250(5).</p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Building Design - Human-Scale Standards outlined in MMC 22C.020.250(6).</p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Building Design - Architectural Scale standards outlined in MMC 22C.020.250(7).</p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Building Design Details standards outlined in MMC 22C.020.250(9).</p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Building Materials standards outlined in MMC 22C.020.250(10).</p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Blank Walls standards outlined in MMC 22C.020.250(11).</p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Building Entrance standards outlined in MMC 22C.020.250(12).</p> <p>Prior to building permit issuance, the applicant shall be required to demonstrate compliance with the Storage Space and Collection Points for Recyclables standards outlined in MMC 22C.020.320.</p> <p>Where lighted signs and illuminated areas are permitted, such illuminating devices shall be shaded and/or directed so as not</p>	

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<p>to visibly create a nuisance to any residential property.</p> <p>Mechanical equipment located on the roof, facade 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.</p> <p>Equipment or vents which generate noise or air emissions shall be located on the opposite side of the building from adjoining residential property.</p> <p>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 with vegetation or by architectural features.</p> <p>Signage shall comply with the applicable provisions outlined in Chapter 22C.160 MMC.</p>	
<p>6. Amend Sheet P2 to depict, or reference, if unable to depict all encumbrances outlined in the Title Report, prepared by Chicago Title, dated September 15, 2022.</p>	<p>All encumbrances now shown</p>
<p>7. The following are cursory review comments related to the preliminary landscape plan. A final landscape plan that includes the elements outlined in MMC 22C.120.030(2), will be required to be approved, prior to civil construction plan approval:</p> <p>a. The site and landscape plans do not match.</p> <p>b. Rows of parking are required to be located no greater than 45' from a minimum 5' wide landscaped island. Parking stalls P19 - P28, P47 - 57 do not comply with this requirement. Additionally, a landscaped island is</p>	<p>Landscape Plans updated per comments but Final Landscape Plan to be provided with Civil Construction Plans.</p> <p>Landscape Plan matches updated to be consistent with Site Plan</p> <p>Landscape Plan updated</p>

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<p>required on the north side of P44, north and south side of P45 & P46 and north side of P87.</p> <p>c. The proposed solid waste collection areas shall be landscaped on the north and south sides with a minimum 5' wide landscape island.</p> <p>d. Provide parking area landscape calculations on Sheet L-1. 10% of the parking areas are required be landscaped with L4 landscaping. The landscape buffers required along 104th Street NE shall not be included within the calculation.</p> <p>e. Provide a root barrier detail. Root barriers are required to be installed within the planter strip along 104th Street NE.</p> <p>f. Add the landscape maintenance notes outlined in MMC 22C.120.180.</p>	<p>Landscape Plan matches updated site plan</p> <p>Calculations are now on Sheet L1</p> <p>City of Marysville detail has been added to plan</p> <p>City maintenance notes have been added.</p>
<p>8. Prior to civil construction plan approval an illumination shall be approved and designed in accordance with MMC 22C.130.050(3)(d), as follows:</p> <p>a. 25' maximum height;</p> <p>b. Fixtures shall be full cut-off, dark sky rated, with lower fixtures preferable so as to maintain a human scale;</p> <p>c. Pedestrian scale lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrian to identify a face 45 feet away in order to promote safety;</p> <p>d. Parking lot lighting shall be designed to provide security lighting to all parking spaces;</p> <p>e. Lighting shall be shielded in a manner that does not disturb residential uses or pose a hazard to passing traffic. Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line.</p>	<p>Concept site lighting provided on A-1 of Architects Site Plan; "official" Lighting Plan" to be submitted with Construction Plans.</p> <p>Street Lighting concept shown on P1 of LT Site Plan</p> <p>Details of Lighting Plans to be provided with Building Plan Submittal after Site Plan and Rezone are approved.</p> <p>Understood</p> <p>Understood</p> <p>Understood</p>

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<p>f. Fixture design shall incorporate unique design features that coincide with the architectural design of the building(s); and</p> <p>g. Also see MMC 22C.020.250(4)(d) for exterior lighting requirements.</p>	<p>Understood</p> <p>Thank you</p>
<p>9. Building design review comments forthcoming.</p>	<p>These Comments will be completely addressed with Building Permit submittals.</p>
<p>Public Works: Reviewer: Shane Whitney, Civil Plan Review</p>	
<p>1. Existing utilities:</p> <p>a. Sanitary sewer: The sewer manhole adjacent to the project is shown on record drawing S684.</p> <p>b. Water: There is a record drawing available, I can't access the file at this time.</p> <p>c. Storm: There is no enclosed conveyance fronting the project.</p>	<p>SSMH has also been Surveyed</p> <p>Water on 104th, Civil Construction Plans will provide details on Service and Fire Flow.</p> <p>All stormwater to be infiltrated</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 will need to be extended along the projects frontage of 104th Street, it is currently shown that way on the supplied documents.</p> <p>b. A 10 inch water main currently fronts the project, no extension is required.</p> <p>c. Storm drainage facilities shall be provided for the improvements that the applicant will build along 104th Street.</p>	<p>Great 😊</p> <p>Understood—Details with Civil Construction Plans</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. 104th Street NE is a local access street. The ultimate road section shall be compliant with standard plan 3-202-002. The project will need to construct half street</p>	<p>Half Street improvements are shown in-concept. Details will come with Engineering Plans</p>

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improvements.	
<p>4. <u>Dedication Requirements:</u> a. The project will need to ensure that there is a 25-foot half width or right-of-way.</p>	<p>We are matching ROW line to west which means we are dedicating about 10' which will be 30' half ROW.</p>
<p>5. <u>Access:</u> a. The minimum width of a commercial driveway is 24-feet and the maximum is 40- feet. b. The traffic circulation pattern within the project must be compliant with the Fire Marshalls requirements.</p>	<p>Understood</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. a. Stormwater drainage: The city has adopted the 2019 SWMWW, the supplied report will need to be compliant with that. The report shall demonstrate compliance with all 9 minimum requirements. In the next submittal please ensure that the citing references in the next submittal are accurate. The following specific items will need to be addressed in future submittals: I. A conveyance analysis will be necessary at time of civil submittal. II. The report will need to clarify where the runoff will be directed to from the widening of 104th Street. b. I did not see in the geotechnical report that was provided that an infiltration rate was provided. An addendum will be required. c. The maximum allowed impervious surface coverage for the General Commercial Zoning designation is 85%.</p>	<p>Report scoured for inconsistencies and hopefully all are now removed.</p> <p>A Conveyance Analysis will be provided with the Civil Engineering and Construction Plan. With the infiltration, very little runoff conveyed in pipes.</p> <p>Just the frontage improvements were modeled as by-pass with over compensation onsite.</p> <p>Infiltration rate in Geotech Report Pg 7 and is stated as 3 to 5 inches per hour--corrected—4 inches was used for this project.</p> <p>Impervious surfaces area shown on P1 and C1 and are less than 50% of the site.</p>
<p>10. There is a concern about the lack of queuing space between the access and the railroad tracks. The applicant should contact BNSF about any</p>	<p>If a train is stopping traffic on 104th, traffic from this site will queue in the drive aisle until the traffic in front of the driveway clears. If 104th has enough cars backed up across the</p>

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<p>concerns they may have with the short distance from the railroad's right-of-way and the possible need to shift the access to the west.</p>	<p>intersection with the Access Driveway, cars from the site will have 500' of drive aisle to que in. If the Drive Aisle is backed up, cars in the stalls will have to wait until the whole stack clears.</p> <p>This would be no different than the cars at the intersection of the existing 42nd Ave NE to the south. If 104th has traffic backed up in front of the existing intersection, cars will wait on 42nd Ave NE.</p> <p>There are many busier intersections in the City with similar circumstances that seem to function adequately.</p>
<p>15. All civil construction plan submittals are to be routed directly to Kacey Simon, Civil Plan Reviewer</p>	<p>Understood</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. Plans show the addition of 2" water meter along side existing water meter. Will existing water meter still be used? If one of the services is intended to be used for irrigation, appropriate backflow prevention is required.</p>	<p>Civil Construction Plans will detail but there is an irrigation meter with backflow prevention planned. For fire, there will be a mainline extension into the site—extension to be 8" DI</p>
<p>Public Works: Reviewer: Billy Gilbert, Water Quality Lead</p>	
<ul style="list-style-type: none"> Plumbing system is subject to applicable requirements of MMC Chapter 14.10 "Water Supply Cross-Connections" and WAC 246-290-490. This is a Table 9 facility 	<p>Will be detailed with building permit application.</p>
<ul style="list-style-type: none"> A RPBA is required directly downstream of any domestic eater meter. For the purpose of premise isolation of the domestic water line. 	<p>Understood and details of system will come with the approval of the Site Plan and Rezone.</p>
<ul style="list-style-type: none"> A Double Check Detector Assembly (DCDA) is required for any fire line that is connected to the city's water system. 	<p>Understood, will show on Construction Plans</p>
<ul style="list-style-type: none"> A Reduced Pressure Backflow Assembly (RBPA) is required immediately downstream of any irrigation meter and in an above ground hotbox if a chemical/fertilizer injection system is installed. 	<p>A DCVA has been proposed behind an irrigation meter. The DCVA and the irrigation meter have been labeled on C13 Sanitary</p>

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<p>If the irrigation system is not chemically injected, a DCVA is sufficient for this application. The DCVA may be installed in a in-ground meter type box or vault.</p>	<p>Sewer and Water plan. These are concept and will have details with Civil Construction plans</p>
<ul style="list-style-type: none"> On-site inspections are to be performed by the City of Marysville Cross Connection Control Specialist at rough-in and final. 48 hours notice is required, prior to inspection. 	<p>Understood</p>
<ul style="list-style-type: none"> Testing of all backflow prevention assemblies, by a Washington State Certified Backflow Assembly Tester, is required prior to occupancy use per MMC 14.10.120. Test report shall be forwarded to the City of Marysville Water Quality Office, prior to occupancy. 	<p>Understood</p>
<p>Public Works: Reviewer: Brooke Ensor, NPDES Coordinator</p>	
<p>1. The culvert at the bottom of the hill is undersized and has caused flooding issues in the past. A description of this problem can be found in the 2016 Surface Water Comprehensive Plan.</p>	<p>This project is not going to be discharging to the stream and will not increase or exacerbate any existing problem.</p> <p>The SWM will provide 100% Infiltration</p>
<p>2. The city has adopted the 2019 Stormwater Management Manual for Western Washington</p>	<p>Understood</p>
<p>3. For commercial projects triggering minimum requirements #6 Runoff Treatment and #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</p>	<p>To be submitted with Civil Plans for Construction approvals.</p>
<p>Public Works: Reviewer: Jesse Hannahs, Traffic Engineering Manager</p>	
<p>1) Traffic impact fees will be required from the City and depending on trip generation/ distribution, may be required from the County and State.</p>	<p>Impact fees accepted from City and County</p>
<p>2) A Traffic Impact Analysis (TIA) will be required.</p> <p>a. TIA is acceptable.</p>	<p>Thank you</p>

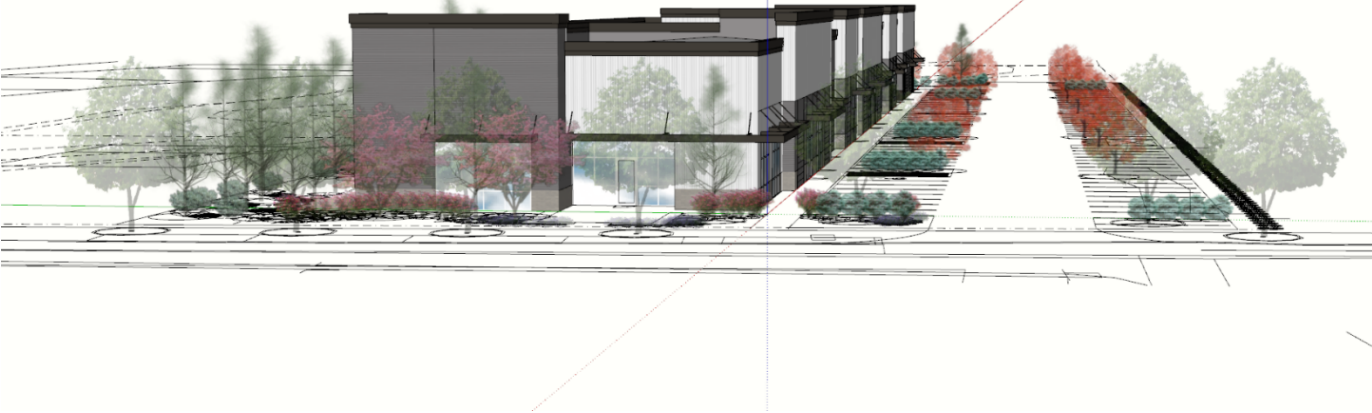
CITY COMMENTS	LAND TECH RESPONSE
<p>3) Frontage improvements shall be required upon 104th ST NE including additional asphalt pavement, curb, gutter, landscape strip, sidewalk and street lighting.</p> <p>a. 104th ST NE: Roadway shall be per EDDS 50' ROW residential roadway with 28' of asphalt roadway width, curb/gutter, landscape strip and 5' sidewalk</p>	<p>Concept frontage improvements are shown consistent with criteria—details to come with Civil Construction submittals</p>
<p>4) Per EDDS 3-506, street lighting will be required upon all public street frontages as part of civil construction plans.</p> <p>a. Street Lighting upon public residential streets shall be PUD installed fiberglass pole installation type street lighting.</p> <p>i. Street shall be designed as collector arterial utilizing 100 watt equivalent LED fixtures.</p> <p>ii. Spacing of fixtures should be approximately 180'-220'.</p> <p>iii. As part of civil construction approval proposed PUD street lighting locations will be provided by the City to the developer for submission to PUD and incorporation into the PUD site electrical plans.</p> <p>iv. Snohomish County PUD Process:</p> <p>1. For residential plats, contact PUD Plats via email at plats@snopud.com and include a PUD Plats application to begin Snohomish PUD process.</p> <p>2. For specific questions regarding street lighting, contact Eddie Haugen of Snohomish County PUD at (425) 7838276 or wehaugen@snopud.com for more information.</p>	<p>Concept lighting shown on plans, details to come with Civil Construction plan submittals.</p> <p>The concept shows one light at the intersection. Frontage is not 180' long so now second light.</p>
<p>5) Channelization and Signing Plan shall be required as part of civil construction plans for all public roadways.</p>	<p>Will be provided with Civil Construction Permit Applications</p>
<p>6) Undergrounding of overhead utility lines upon frontage shall be required.</p>	<p>Understood—looks like a challenging exercise</p>

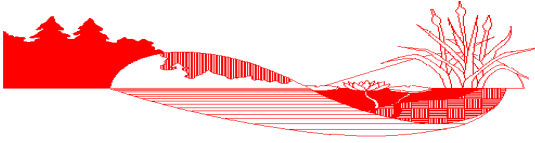
CITY COMMENTS	LAND TECH RESPONSE
<p>Community Development: Reviewer: Mike Snook, Building Official</p>	
<p>5. A Geotechnical Report shall be submitted to the City for this project. This is to be an in-depth report to address the following:</p> <ul style="list-style-type: none"> • Soil Classification • Required Drainage Systems • Soil compaction Requirements • Type of Footings, Foundations, and Slabs allowed • Erosion Control requirements • Retaining Walls • Fill and Grade • Final Grade 	<p>An updated Geotech Report specific to Building Permit to be submitted with Building Permit applications.</p>
<p>Fire District: Reviewer: Thomas Maloney , Deputy Chief/Fire Marshal</p>	
<p>Fire alarm and fire sprinkler systems will be required for all buildings. Fire does not oppose the rezoning.</p>	<p>Understood.</p>
<p>There is not access to the rear portions of the buildings as required for aerial access. Access shown appears inadequate. Access minimum 26' wide meeting additional city fire code requirements for aerial fire apparatus access will be required depending on the building height. See MMC 9.04.503.1.5</p>	<p>In early discussions on this issue with Tom during design, this access around the rear of the building was not to be required per certain construction criteria. I was concerned about this early in the design and initiated this discussion. Building is less than 30', highest roof element is proposed at 28'.</p> <p>I do know the IFC 503.1.1 does have a couple of Exceptions that could apply in this case.</p> <p>We can sort out a resolution and apply them to the Construction Plans</p>
<p>Plans do not show proposed water main extensions or fire hydrants. Water main extensions with approved fire hydrants will be required onsite. The building sprinkler system FCS is required to be located within 3' to 10' from a fire hydrant.</p>	<p>Details on Fire System to come with Civil Construction Plans and Building Permit Applications. Concept shown on Water Plans.</p>
<p>The City GIS water map shows a 10" water main in 104th St NE. The current spacing of existing roadway fire hydrants does not appear to meet the current fire code requirements for this use. Maximum hydrant spacing of 300' apart is allowed. <i>This comment seems contrary to "Additional</i></p>	<p>We have added a Hydrant at the entrance and 3 onsite.</p>

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<p>Comments” #7 in the Fire Review letter: “Existing fire hydrant spacing along the roadway appears adequate. The city GIS water map shows the hydrants along the roadway frontage are spaced less than 300’ apart. Maximum hydrant spacing for the proposed use is 300’ apart.”</p>	
<p>No information about available fire flow is provided for the fire hydrants near this site. The developer will be required to provide that information</p>	<p>Fire flow letter is provided</p>
<p>Additional Comments:</p>	
<p>8. Fire hydrants on an approved water main extension are required within the site for this development. Fire hydrants shall be provided in approved locations, estimate three required.</p>	<p>Fire Hydrants are shown, with one on 104th behind SW and at entry. Three additional spaced along the west side of the Drive Aisle</p>
<p>ADDITIONAL COMMENTS</p>	
<p>Snohomish County Public Works: Reviewer: Monica Sommerset</p>	
<p>On Nov. 7, I declined your submittal for Dell’s Nursery Rezone, (PA22041), in error. Here’s the message I meant to send:</p> <p>The county received the city’s request for review for Dell’s Nursery Rezone located at 4131 104th St NE. If the development is subject to SEPA, then mitigation under the county/city interlocal agreement is required. 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 (@) the applicant may have its proportionate share impact mitigation basin on its average impact to County facilities as described in exhibit 2 of th3e ILA.</p> <p>Option 1 required comprehensive traffic study consistent with attached checklist Option 2, mitigation can be calculated based on \$/new ADT impacting county road system A written offer is required for either option.. An offer form is attached. Please return the</p>	<p>An offer to Snohomish County has been prepared and is included with this submittal.</p>

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completed form to ontact.pwCMS@snoco.org	
Washington State Dept of Ecology: Reviewer: Doug Gresham	
<p>The Site plan and other drawings show the wetland boundary/edge of water based on a 2006 survey. We only trust wetland boundaries for 5 years so did Ed Sewall actually flag this boundary/ Or did he just confirm that a 16 year old delineation looked about right? He did his site visits in 2018 & 2020 but it wasn't clear whether he had the boundary resurveyed.</p>	<p>Ed Sewall's Response is attached but in summary---He flagged the critical areas on the site September 10, 2018. He revisited the site August 13, 2020 and confirmed there were no changes from the 2018 flagging, all flags were still present.</p> <p>Ed's letter is attached to resubmittal.t</p>
Snohomish County PUD: Reviewer: Mary Wicklund for Mark Flury	
<p>There are several critical area permit matters that will need to be addressed for utilities to be installed. All applicable utility work should also be included on 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>There are no critical area issues along the frontage of this project. I suspect Mary and Mark are looking offsite at issues in the stream channel. These areas are not part of this project.</p> <p>Will be talking to them to see what they are thinking. This project has no issues with critical areas.</p>
See letter	
Utilities and Transportation Commission (UTC): Reviewer: Betty Young, Rail Operations Manager 360.292.5470	
<p>As stated in the MUTCD, because of the large number of significant variables to be considered, no single standard system of traffic control devices is universally applicable for all highway-rail grade crossings. The appropriate traffic control system to be used at a highway-rail grade crossing should be determined by an engineering study involving both the highway agency (road authority) and the railroad company.</p> <p>The City of Marysville and the railroad should conduct an engineering evaluation for study of the impacts of the proposal to determine whether the existing protection at the crossing will be adequate or whether improvements are warranted. If the parties determine, through that engineering evaluation/study, that crossing improvements are warranted, the parties would</p>	<p>This would seem very excessive. This project is only adding 10 Peak Hour Trips.</p> <p>There are some 17 at grade road crossing the RR tracks in Marysville and 10 of them appear to be controlled crossings. Most of these 10, have far busier roads involved than this site with this project. The crossing control hardware seems to be appropriate for this crossing when comparing to other crossings. Several, including 1st and 4th Street and 136th street all are complicated with intersections adjacent to the tracks.</p> <p>There are approximately 130 single family homes using this road and crossing. That would generate around 1,240 Average Daily Trips with about 130 Peak Hour Trips in and</p>

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<p>petition the UTC for approval of those improvements prior to construction.</p>	<p>out. This project will add about 10 PHTs or less about 7%. This is not a significant change in traffic volume that would justify the study requested. Photos of various controlled crossing are attached. Cannot possibly see why this project warrants such a "Study".</p>





Sewall Wetland Consulting, Inc.

PO Box 880
Fall City, WA 98024

Phone: 253-859-0515

April 17, 2023

Chris Holland
Planning Manager
City of Marysville – Community Development
501 Delta Avenue
Marysville, Washington 98270

RE: Technical Review 1 response – 104th Street LLC/Dells Nursery
City of Marysville #PA22041
SWC Job #20-149

Dear Chris,

This letter is a response to the comments regarding critical areas for the Dell's Nursery rezone in your December 22, 2022 Technical Review letter.

There were two critical areas comments as follows;

1. Prior to issuing a SEPA Threshold Determination, a preliminary critical areas report and mitigation plan shall be required to be submitted, in accordance with MMC Chapter 22E.010 *Critical Areas Management*

Response: We have completed a buffer mitigation plans which is attached for this project.

Washington State Dept of Ecology:

Reviewer: Doug Gresham

The Site plan and other drawings show the wetland boundary/edge of water based on a 2006 survey. We only trust wetland boundaries for 5 years so did Ed Sewall actually flag this boundary/ Or did he just confirm that a 16 year old delineation looked about right? He did his site visits in 2018 & 2020 but it wasn't clear whether he had the boundary resurveyed.

Response: I flagged the critical areas on the site on September 10, 2018. I then revisited the site on August 13, 2020 and confirmed there were no changes from the 2018 flagging, and that the flags were still present. So the flagged delineation was confirmed in August of 2020..

If you have any questions in regards to this report or need additional information, please feel free to contact me at (253) 859-0515 or at esewall@sewallwc.com .

Sincerely,
Sewall Wetland Consulting, Inc.



Ed Sewall
Senior Wetlands Ecologist PWS #212

Exhibit for Controlled Crossing Hardware on Marysville Streets

4th Street Crossing



1st Street Crossing



136th Street Crossing



104th Street Crossing



80th Street Crossing



80th St NE

Grove Street Crossing



Grove Street

8th Street Crossing

