



Solid Ground Engineering

8105 166th Ave NE
Redmond, WA 98052
Office: 425.305.5104

March 12, 2024

City of Marysville
Community Development
501 Delta Ave
Marysville, WA 98270

RE: Serenity Trails PA24-001, Technical Review #2

Project: Serenity Trails

Please find below responses to all comments as received from the City of Marysville. All comments have now been addressed and responses to each comment are outlined below.

Engineering Comments

1. Elbow intersection per SP 3-209-002 are allowable on local access streets only and are subject to intersection spacing requirements established under section 3-209 of the EDDs. Please provide a zoomed in detail for the proposed elbow on 32nd St NE showing the turning movement. Please show how lot 14 will take access off of 32nd St NE.
Response: The civil permit plans have been submitted that show these details. A revised preliminary plat map has also been uploaded that depicts the revised design. Additional detail has been provided showing the improvements planned for this area. Intersection remains as was previously proposed based upon the design of the adjacent project south of the proposed site and the approved orientation of 32nd St NE as was approved by the City.

Traffic Comments:

1. Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.

Response: Noted.

2. A Traffic Impact Analysis (TIA) will be required.
 - a. TIA is acceptable.

Response: Noted.

3. Undergrounding of existing overhead utilities along the frontage of 83rd Ave NE shall be required.

Response: A note has been added to sheet PP-01 indicating underground of existing utilities along 83rd Ave NE.

4. Per EDDS 3-506, street lighting will be required.
 - a. Street Lighting upon 83rd Ave NE and within the residential area shall be PUD installed fiberglass pole installation type street lighting.
 - b. Roadways:
 - i. 83rd Ave NE lighting shall be designed as minor arterial/residential utilizing 200-watt equivalent LED fixtures.
 - ii. New residential streets shall be designed as neighborhood collector/residential utilizing 100-watt equivalent LED fixtures.
 - c. Spacing of fixtures should be approximately 180'-220'.
 - d. 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.
 - e. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or [contact email] for more information regarding PUD design.

Response: Light fixtures are already installed on the 32nd St NE and 32nd PI NE frontages. These fixtures have been called out on sheet CH-01.

5. Per EDDS 3-204, 3-211, 3-212, etc. sight distance analysis should be required at intersections with both new and existing roadways. Sight distance analysis will be required with civil design submittals.

Response: A sight distance analysis was performed for Boulder Heights for the 83rd and 32nd PI NE intersection. The proposed project doesn't propose any intersections that would require sight distance analysis.

6. A signing and channelization plan shall be required as part of civil construction plans.
- a. To the extent feasible, 83rd Ave NE Channelization shall be installed per the ultimate roadway cross-section.
 - b. Signing:
 - i. 32nd PL NE:
 1. Dead End sign upon entry into development.
 2. Speed Limit 20 mph sign 50'-100' following entry into the development.
 3. No Parking (symbol) in Cul-De-Sac before entry into cul-de-sac.
 - ii. 32nd ST NE:
 1. No Parking (symbol) with arrows signs on outside of 90-degree corner approximately 15' prior to/after the curve.

Response: Dead end sign and speed limit sign has already been provided and installed with permit #G22-0018. No parking in cul de sac sign has been installed, but has been noted for relocation on sheet CH-01 of the civil plans.

Thank you for your review. Let us know if you have any questions or if you need any additional information. We are happy to discuss this project further with you as necessary.

Regards,



Tom Abbott, P.E.
Principal Civil Engineer
Solid Ground Engineering