



November 17, 2022

Chris Holland  
Marysville Community Development  
80 Columbia Avenue,  
Marysville, WA 98270

**Re: Subject: PA22-015 Colvin PRD  
3920 Densmore Road  
APN's: 00590700023505 & 00590700024400  
Core Project No. 21387**

Dear Chris:

The purpose of this letter is to provide a response to the review comments for PA22-015 Colvin PRD dated May 9, 2022. We have addressed each comment and revised the plan/documentation accordingly. This letter contains the review comments immediately followed by our response to each in bold lettering.

**Community Development Department Comments:**

Reviewer: John Dorcas, Building Official

1. Applicant shall comply with any and or all provisions the 2018 edition of the International Building, Residential, Mechanical, 2018 Uniform Plumbing Codes and current Washington State Amendments in which would apply to this project. All plans will be required to be submitted electronically as part of their 1st submittal process. Prior to accepting your application for completeness, the city will need to review your permit package for approval. Note: In addition, you will need to submit one (1) complete set of architectural & structural building plans, including structural calculation, geotechnical report and 2018-WA State Energy Code forms and specifications, when applying for each specific building application, for this project. NOTE: As of February 1, 2021, WA State and the City have adopted the 2018 International Codes. In addition, when submitting Building Plans with your application.

***Response: Acknowledged.***

2. **Demolition permit/s will be required for the removal of any existing structures.** See our office for applications. Please include asbestos survey reports by a licensed testing agency.

*Response: Acknowledged.*

3. **Geotechnical soils report is required:**

This report is to be submitted to address the following general information on the site. Such as: Soil classification type, surface & sub-surface conditions, drainage system to be installed, soil compaction requirements, type and size of foundation including placement location if on sloped ground, erosion control measures and final grading.

*Response: A Geotech report has been provided.*

4. **Applicant shall comply with the 2018 edition of the International Building/Residential Code, 2018 International Mechanical, Uniform Plumbing Codes and the current edition of the Washington State Energy Code and current Washington State Amendments.**

*Response: Acknowledged.*

5. **Geotechnical report shall be required to be submitted and approved by the city for this project.** This is to be an in depth report to address the following all general information on the site for both specific and general soil information on the overall site and for each specific lot. It would be helpful to provide any reports that you may have for the surrounding plats or previously developed area. The Geotechnical report is to list at a minimum the below categories:
  - i. **Soil classification type:** Surface & sub-surface conditions. List the soil types with test documentation.
  - ii. **Drainage system type to be installed on site for each lot and/or structure to be constructed on this listed:** Type of specific system to be installed. If the soil and slopes vary, does the type of drainage system change? Soils engineer to respond to this specific question.
  - iii. **Soil compaction requirements for the SFR:** Type and size of foundations that is required or recommend due to the soil type, slopes and any other variables. Design professional for each SFR is to indicate in letter-form that they have reviewed the Final Geotechnical report and that their plans have been designed for the soil type of soils conditions on this plat.

- iv. **Erosion control measures:** Specify specific erosion control measures to be in place at final grading and when the SFR are under construction during seasonal months.
- v. **Retaining walls:** It shall also identify and recommend what is require on any type of purposed retaining walls to be installed at plat development or during the construction of the SFR`s.
- vi. **During plat development stage:** Each specific lot will need to have soil log testing performed to verify the depth and location of where bearing soil will be for the building foundation/footprint area. This will also include the type of drainage system that should be installed around the structures.
- vii. **Fill placement and location if on sloped grounds:** The report is also to specify the amount of fill placed on each lot after final grading is completed. This is to be outlined in the final Geotechnical report.
- viii. **Each foundation inspection:** In addition, at the time of each foundation inspection request, a licensed WA State geotechnical engineer will need to be on site to verify the excavation cut has met the necessary soil depth for each specific lot, per the Final Geotechnical report.
- ix. **Critical areas concerns:** This project is under review for critical areas and the proposed slopes in which the site appears will be developed on. Any hazardous conditions that arise during the review process and or construction of the plat, the Geotechnical engineer is to bring this to the attention of the design professionals of record or City staff.
- x. In addition, if specific site questions or questionable soils issues arise during excavations of the plat and/or lots excavation of the SFR lots, this will most likely require a geotechnical summary report prior to any approvals of above described work.
- xi. **Final Grading:** The licensed design professional will be required to provide a letter indicating there has been a site visit completed, indicate the plans have been the prepared/designed to meet all new & current applicable codes for this project.

- xii. **Final Geotechnical Soils Summary Report:** This report is required to be submitted by the final plat approval. This is to be provided by the licensed. WA State Geotechnical engineer of record or if another agency is to take over this project then that specific agency is to provide a cover letter they performed all the inspections & have now then provide a new updated geotechnical soils summary report.

*Response: Acknowledged.*

6. Once the Plat has approved by City Council, please provide the following information for your project in regards to the 2018 International Building and/or Residential Code requirements: In regards to the building plans:
- i. Applicant shall comply with the 2018 edition of the International Building, Residential, Mechanical and 2018 Uniform Plumbing Codes and the current edition of the Washington State Energy Code and current Washington State Amendments.

*Response: Acknowledged.*

- ii. **Washington State architect and structural engineer professional design with calculations for lateral and gravity provisions are highly recommended for this project.** This is to avoid delays in your building application.

*Response: Acknowledged.*

- iii. **When submitting for individual lots.** Please submit lot specific site plans, building plans and specifications prepared by your design team. **Site plans to include; building height calculations measured at each mid-point of the residence, decks, patios, bay widows and any permanent structures.** Contact our office for applications, checklists/handouts for “Residential Building” permits.

*Response: Acknowledged.*

- iv. **Erosion control measures are to be implemented at all times during construction of each individual lot and any site work.** Contact our office to review these provisions if there are any questions in regards to these requirements.

*Response: Acknowledged.*

- v. **Each lot to provide Premise identification:** Since this property is setback from the street;
- You will need to provide a temporary address at the main street during permitted construction of the residence. This is to assure the inspection team can locate the site when you request an inspection.

*Response: Acknowledged.*

- You will need to provide a permanent address on a post, visible from the main street with min. 4-6 inch contrasting numbers to the background itself per IRC 501.2.

*Response: Acknowledged.*

- vi. **Please design you plans to meet the IRC Table R302.1, Exterior Walls,** for constructions and protection of the wall and eave areas.

*Response: Acknowledged.*

- vii. **IRC Chapter 3 for the design and separation between the two residences.**

*Response: Acknowledged.*

- viii. **Lot drainage (surface & sub-surface) shall be contained within the property boundaries. Provide provisions and details how this will be achieved.**

*Response: This information is shown on sheets C4.01-C4.35 of the resubmitted plan set.*

- ix. **If there are any three (3) stories residences purposed, a fire sprinkler system will be required. NOTE: The City considers daylight basements as a story.**

*Response: Acknowledged.*

- x. **Building application for SFR plan reviews are approximately (4-6) weeks.**

*Response: Acknowledged.*

**Public Works Department Comments:**

Reviewer: Kacey Simon, Civil Plan Reviewer

**1. Dedication Requirements:**

- a) All New onsite roads will require right-of-way dedication.

***Response: Roads A and C will be dedicated as right-of-way. Tracts A, C, and D will be private. Tract C will have an easement across it for temporary public access until Road A is extended and connected to 87<sup>th</sup> Ave NE.***

**2. Access:**

- a) Since this is a PRD project, MMC 22G.080.080 does allow some flexibility to modify the PRD Access Street Section. In order to do this, a reduction of the planter strip requires offsetting landscaping that is “equivalent or greater landscaping to benefit the development”. If you’d like to pursue removal of the planter strip on one side of Roads ‘B’ &/or ‘C’, you would need to propose alternative landscaping that is acceptable to the City’s Planning Department. If not, both of these streets need to be built per SP3-218-001.

***Response: The project is no longer pursuing the removal of the planter strip. The Road C right-of-way is now proposed to be 50’ wide with gutter, vertical curb, planter strip, and sidewalk on both sides. Please see sheets C3.01 and C3.32 for specific design information. Road B has now been converted into two private auto-courts per Emily Morgan’s Comment 7.***

**3. Drainage: 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 2012 Ecology Manual as amended in 2014. Projects above the 2,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington.

***Response: Acknowledged.***

Standard Comments:

4. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.

***Response: Acknowledged.***

5. Trench restoration is to be completed in accordance with section 3-703 of the EDDS. A full lane or full street overlay may be required.

***Response: Acknowledged.***

6. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.

***Response: Walls have been proposed with a max height of eight-feet. Walls exceeding four-feet in height have been designed so they are not visible from neighboring properties. The eastern walls are proposed to be cut walls and are anticipated to not be visible from the eastern neighbors since they are at a higher elevation. The western walls are proposed to be fill walls and area also anticipated not be visible to the eastern neighbors. The only visual impact anticipated as a result of the walls would be to vehicle traffic and pedestrian traffic along Desnmore Road. Wall details and design will be provided by a geotechnical or structural engineer during Civil Review. If necessary, the applicant will apply for a deviation.***

7. 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.

***Response: Acknowledged.***

8. The applicant is responsible for identifying any existing well or septic systems on site or on adjacent properties. If there are any existing septic systems on site they need to be decommissioned based on the Snohomish Health District standards. If there are any wells on site they need to be decommissioned based on Department of Ecology standards.

***Response: Acknowledged.***

9. Engineering construction plan review fees will be due prior to release of approved civil construction plans.

Engineering construction plan review per MMC 22G.030.020:

Residential = \$250.00 per lot or unit (for duplex or condominium projects),

\$2000.00 minimum for first two reviews, \$120.00/hour for each subsequent review.

Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour.

***Response: Acknowledged.***

10. Engineering construction inspection fees will be due prior to project final or building final whichever comes first.

Engineering construction inspection fees per MMC 22G.030.020:

Residential = \$250.00 per lot/unit (for duplex or condominium projects),

\$2000.00 minimum

Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour.

Bond administration fee = \$20.00/lot or unit, with a minimum amount being \$250.00

***Response: Acknowledged.***

11. All civil construction plan submittals are to be routed directly to Kacey Simon, Civil Plan Reviewer. The first civil construction plan submittal is to consist of a plan set, a copy of the drainage report, and a copy of the geotechnical report. Once the documents are ready to be submitted, we will provide you a link to where the materials can be uploaded to.
  - a) Review timing:
    - i. First review = 5 weeks
    - ii. Second review = 3 weeks
    - iii. Third review = 3 week
    - iv. Subsequent reviews will be 3 weeks.

***Response: Acknowledged.***

12. Please be advised these comments are in reference to specific items and do not imply a full review of the proposed application. Additional comments which may change the design requirements will be provided during the civil construction plan review process.

***Response: Acknowledged.***

**Marysville Fire District Comments:**

Reviewer: David VanBeek, Assistant Fire Marshal

1. The project shall comply with current fire code requirements (2018 IFC) including WA State and local City of Marysville amendments to the fire code, city design standards, and applicable NFPA standards, including IFC Chapter 33 and NFPA 241 construction codes.

***Response: Acknowledged.***

2. Any fire code required construction permits (IFC section 105.7) are obtained through Marysville Community Development at 80 Columbia Avenue.

***Response: Acknowledged.***

3. Fire marshal approval of fire access and fire hydrant/water supply systems is required as part of the civil construction plan review and approval process.

***Response: Acknowledged.***



4. It is the developer's responsibility to see that adequate water for fire protection is attainable. Check with the city Public Works Dept. for water system information.

***Response: The project requires a 12" water main extension in Densmore Road to serve the site. Applicant will verify with Public Works that adequate water fire flow is attainable with the main extension.***

5. The minimum required fire flow for hydrants protecting SFR dwellings is 1,000 gpm (with 20-psi minimum residual pressure) for dwellings not exceeding 3,600 square feet in size.

***Response: Acknowledged.***

6. Maximum hydrant spacing for the proposed use is 600' apart.

***Response: Acknowledged. Sheet C6.01 has provided locations of proposed fire hydrants.***

7. Fire hydrants shall be provided in approved locations. Fire hydrants on an approved water main extension are required within the site for this development. Provide water main extensions with hydrants along the new roadways and at all road intersections in approved locations, with maximum spacing of 600 feet apart. Fire hydrants with approved water supply must be in service prior to building construction.

***Response: Acknowledged. Sheet C6.01 has provided locations of proposed fire hydrants.***

8. Fire hydrant coverage shall be provided along all roads and at intersections. "Fire hydrants meeting city specifications shall be installed on all extensions of the city water system at the time such extensions are constructed. All hydrants shall be owned and maintained by the city. The location and frequency of fire hydrants shall be specified by the city utility department and fire department; provided, that fire hydrants in single-family residential zones shall be spaced not more than 600 feet apart" (MMC 14.03.050). The location of fire hydrants requires fire marshal approval on civil construction plans.

***Response: Acknowledged. Sheet C6.01 has provided locations of proposed fire hydrants.***

9. Fire hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5" Storz fittings, with blue reflective hydrant markers to be provided in the roadways, located four inches off the centerline on the hydrant side of the road.

***Response: Acknowledged.***

10. Access planned appears adequate for fire apparatus. Access of 20-28' wide is shown on the plan. A minimum 20 feet wide fire apparatus access road is required. A minimum 26 feet wide fire apparatus access is required in the immediate vicinity of any building more than 30 feet in height for ladder truck operations, and within 20 feet on both sides of fire hydrants.

***Response: Acknowledged. At this time buildings are anticipated to less than or equal to 30 feet in height.***

11. Turnaround provision is required for dead-end access in excess of 150 feet long.

***Response: Acknowledged. Turnarounds have been provided where dead-ends are longer than 150 feet.***

12. The temporary hammerhead turnaround area proposed appears adequate. Turnarounds shall comply with city standard plans.

***Response: Acknowledged. Proposed turnarounds conform to city dimension standards.***

13. Recommend the roadways be posted "NO PARKING" to maintain unobstructed emergency access.

***Response: The location of proposed "No Parking" signs are provided on sheet C7.01.***

14. An adequate access route for fire apparatus must be in service prior to any building construction.

***Response: Acknowledged.***

15. If vehicle impact protection is deemed required for protection of any equipment it shall comply with IFC Section 312. Guard posts (bollards) are typically required for protection of gas piping, electrical equipment, fire protection piping and hydrants located where they could be subject to vehicle damage.

***Response: Acknowledged.***

16. Access for firefighting operations along all sides of all buildings is required. A minimum 5' wide side access and 10' wide rear access is needed for SF dwellings. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 150 feet of a minimum 20' wide fire apparatus access.

***Response: Acknowledged. Ten foot building separation is proposed between all future homes. All parts of building exteriors are within 150 feet of fire apparatus access locations.***

17. The city address committee will determine road names and address numbers for the lots.

***Response: Acknowledged.***

18. Future homes to be constructed may require residential fire sprinkler installation for a number of reasons, including: If a home is three or more stories tall, exceeds 3,600 SF fire area, the distance from a public ROW to the furthest part of a home exceeds 200', deficient access to any part of a home, lack of hydrants, or if the fire flow from hydrants does not meet fire code requirements.

***Response: Acknowledged.***

19. Where residential fire sprinklers may be required the developer should install a water service per Standard Plan 2-090-001 Full ¾" x 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 ¾" water meter will suffice then all that is required is to install two reducer bushings with the ¾" water meter. A single service tap should be used where sprinklers are required, not a double service installation

***Response: Acknowledged.***

**Marysville Police Department Comments:**

Reviewer: Brad Akau, Commander

1. The builder/developer to provide street lighting within the proposed development.

***Response: Acknowledged. Street light locations will be provided at civil review.***

2. If lighting exists in the open spaces, it will be lower and maintained within the property lines.

***Response: Acknowledged.***

3. Addresses should be clearly visible from the street.

***Response: Acknowledged.***

4. Shared securable mailboxes installed where residents can view activity around it from inside their residence.

***Response: USPS approved mailbox locations have been provided with this resubmittal.***

5. Shrubs should be no more than (3) feet high (common areas are exempt).

***Response: Acknowledged.***

6. Lower branches on trees to be at least seven (7) feet off the ground for visibility newly planted trees in common areas are exempt).

***Response: Acknowledged.***

**Public Works Department Comments:**

Reviewer: Jesse Hannahs, P.E – Traffic Engineering Manager

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: Acknowledged.***

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

***Response: Acknowledged.***

3. Full residential roadway cross-section shall be required upon all internal development public roadways.
  - a) Sidewalk and landscape strip shall be required upon “Road B”.

***Response: Road B has now been converted into two private auto-courts per Emily Morgan’s Comment 7. Please see sheets C1.05, and C3.01-C4.22 for details on the proposed design.***

4. Undergrounding of overhead utilities along frontage shall be required.

***Response: Acknowledged.***

5. Per EDDS-3-506, street lighting will be required.
  - a) Street Lighting upon 83<sup>rd</sup> Ave NE shall be PUD installed fiberglass pole installation type street lighting.
  - b) Street Lighting upon public residential streets shall be PUD installed fiberglass pole installation type street lighting.
    - i. Street Shall be designed as collector arterial utilizing 100 watt equivalent LED fixtures.
    - ii. Spacing of fixtures should be approximately 180-220..
    - 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.
      - 1) Road A approximate location:
        - a. STA 1+00

- 2) Road B approximate location:
  - a. STA 11+50
- 3) Road C approximate locations:
  - a. STA 21+00
  - b. STA 22+80
  - c. STA 24+60
- iv. Contact Eddie Haugen of Snohomish County PUD at (425)-783-8276 or [wehaugen@snopud.com](mailto:wehaugen@snopud.com) fir more information regarding PUD design.

***Response: Street light locations and information will be provided by the applicant during the civil review.***

6. A signing and channelization plan shall be required as part of civil construction plans for residential street(s).
  - a) No pavement markings shall be necessary.
  - b) Signing:
    - i. Street name signs at all intersections
    - ii. No Outlet sign upon Road B west of Densmore RD.
    - iii. Dead End sign on Road C south of Road A.
    - iv. Type IV Object markers and Future Roadway Connection signs at the end of Road A and Road C.

***Response: Please see sheet C7.01 for signage and channelization plan.***

**Public Works Department Comments:**

Reviewer: Brooke Ensor, NPDES Coordinator

1. The city is adopting the 2019 Stormwater Management Manual for Western Washington in June. **This project will be vested to the 2012 Stormwater Management Manual for Western Washington, as amended in 2014 until July 1,2017.**

***Response: Acknowledged.***

2. Surface Water Capital improvement charges will apply to your project. Refer to code section 14.07.010 for more information.

***Response: Acknowledged.***

3. For residential projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control, the stormwater facility lot will be dedicated to the HOA. The HOA will be responsible for maintaining the park amenities and landscaping. The City will receive an easement to maintain the vault. This policy may be modified depending on facility and open space design.

***Response: Acknowledged.***

4. **Access for facility maintenance must be provided. A vector truck must be able to drive to the inlet and outlet structures of the vault. All precast vault lids must be brought to ground surface. All lids must be operable and cannot be obstructed by park amenities or landscaping.**

***Response: Access has been provided to the inlet and outlet structures of the vault. Grated access openings will be provided at ground surface and will not be obstructed by park amenities or landscaping. Please see sheets C4.01-4.35 for more information.***

5. City requirements do not negate any other state or federal requirements that may apply.

***Response: Acknowledged.***

**Planning Department Comments:**

Reviewer: Emily Morgan, Senior Planner

1. Include File Number PA22-015 on all future correspondence, in addition to all site, civil and landscape plans.

***Response: Acknowledged. The city file number has been added to all site, civil and landscape plans.***

2. Amend **Sheet C1.01** as follows:
  - i. 2.1. DENSITY INCENTIVES Table: The bottom of the table “Total Allowed Number of Lots”, lists “20 Lots + 3 units”—it should read “20 Lots + 9 units”.

***Response: This has been revised per the comment’s instructions.***

- ii. 2.2. Please include the following to ZONING ANALYSIS:
  - FRONT: 10’ PORCHES MAY EXTEND AS CLOSE AS 7’ FROM THE STREET, SIDEWALK, RIGHT-OF-WAY, OR PUBLIC/COMMUNITY IMPROVEMENT.
  - MAXIMUM BUILDING HEIGHT: 35’
  - MINIMUM LOT WIDTH: 30’
  - MINIMUM DRIVEWAY LENGTH: 20’

***Response: This has been updated per the comment’s instructions.***

- iii. 2.3. MMC 22G.080.070 CALCULATION may need to be revised per below comment #7.1

***Response: Per comment number 7.1 the calculation has been updated. Lots 8-11 and 21-25 now access from an auto-court.***

- iv. 2.4. OPEN SPACE CALCULATION – please revise per below comment #9.

***Response: Please see revised Landscape Plans provided by Origin Design Group for updated design, open space, and RDI calculations on sheets L-1 and L-2. Sheet C1.01 of the preliminary engineering plans also have updated open space and RDI calculations reflecting the updates.***

- v. 2.5. Please include the following notes related to PRDs in the Whiskey Ridge Subarea Plan:
- Lots under 5,000 square feet must demonstrate compliance with MMC Section 22C.010.310, Small lot single family dwelling development standards, prior to building permit issuance.

***Response: This note has been added to sheet C1.01 as note 1 under the “Notes” header.***

- Accessory dwelling units shall not be permitted for single-family detached dwellings unless approved as part of the PRD site plan.

***Response: This note has been added to sheet C1.01 as note 2 under the “Notes” header.***

- Each single-family detached unit shall have at least 200 square feet of private open space set aside as private space for that dwelling unit. No dimension of such open space shall be less than 10 feet. The open space does not need to be fenced or Page 2 of 4 otherwise segregated from other dwellings or open space in the development unless so conditioned through the approval process.

***Response: This note has been added to sheet C1.01 as note 3 under the “Notes” header.***

- Pursuant to the East Sunnyside/Whiskey Ridge Design Standards and Guidelines Section A.1 Residential Subdivision Design, Subsection A1.1 Residential Developments, all residential developments shall be designed to front onto streets. Configurations where dwelling units and/or residential lots back up any street are prohibited. Lot configurations where side yards face the street are acceptable.

***Response: This note has been added to sheet C1.01 as note 4 under the “Notes” header.***

- Pursuant to the East Sunnyside/Whiskey Ridge Design Standards and Guidelines Section F.2 Fences and Screening Elements, Subsection F.2.1 Maximum Wall Height Along Public Streets or Sidewalks, the following standards apply:

***Response: This note has been added to sheet C1.01 as note 5 under the “Notes” header.***

- The maximum height of solid (more than 50% opaque) free-standing walls, fences, or hedges in any front yard or other location between the street and the façade shall be 3-1/2 feet unless a taller wall is required, per the Director, to mitigate significant noise and traffic impacts.

***Response: This note has been added to sheet C1.01 as note 6 under the “Notes” header.***

- The maximum height of any decorative wall or fence which allows visibility (no more than 50% opaque), such as a wrought iron or split rail fences, shall be 6 feet. Such fences shall be set back from the sidewalk at least 3 feet to allow for landscaping elements to soften the view of the fence.

***Response: This note has been added to sheet C1.01 as note 7 under the “Notes” header.***

- In development configurations where side yards abut a street, fences taller than 3-1/2 feet shall be setback at least 5 feet from the sidewalk to allow for landscaping to soften the view of the fence. Provisions for long term maintenance of this landscaping shall be addressed on the plat.

***Response: This note has been added to sheet C1.01 as note 8 under the “Notes” header.***

3. Based on review of Sheet C4.01, there appears to be multiple retaining walls exceeding the allowable 4 ft. threshold, which requires wall terracing. Please clarify how compliance with MMC 22D.050.030(4) is to be satisfied for the proposed retaining walls exceeding 4 ft. in height

***Response: Walls have been proposed with a max height of eight-feet. Walls exceeding four-feet in height have been designed so they are not be visible from neighboring properties. The eastern walls are proposed to be cut walls and are anticipated not to be visible from the eastern neighbors since they are at a higher elevation. The western walls are proposed to be fill walls and area also anticipated not be visible to the eastern neighbors. The only visual impact anticipated as a result of the walls would be to vehicle traffic and pedestrian traffic along Desnmore Road. Wall details and design will be provided by a geotechnical or structural engineer during Civil Review. If necessary, the applicant will apply for a deviation.***

- i. 3.1. Please revise to add the top and the base elevations for all retaining walls as well as off-site topography to determine any impacts to adjacent properties due the wall massing.

***Response: Toe and top of walls have been added to sheet C3.01.***



4. Based on the application materials, RDI 7b per MMC 22C.090.030 is proposed. The landscaping plan on Sheet L2.01 is not clear as to how “retention or creation of a perimeter buffer” is proposed as a 6 ft. perimeter fence is shown.

Please provide a detailed depiction of the proposed 5 ft. compatibility perimeter buffer, including all vegetation to be retained.

***Response: Perimeter buffer for the purposes of achieving RDI is no longer proposed.***

5. A final landscape plan shall be required to be approved, prior to civil construction plan approval, and designed to comply with the applicable provisions outlined in MMC Chapter 22C.120, Landscaping and Screening. Specifically, please revise the Landscaping Plan to include:
  - i. 5.1. Typical side view of perimeter landscape buffers

***Response: Acknowledged.***

- ii. 5.2. The proposed road width deviation for Road C cannot be supported (see below comment #7) - please revise to include the landscape, buffer, street trees, root barrier, and sod for the planting strip along the east side of Road C.

***Response: The road width deviation for Road C is no longer being requested.***

- iii. 5.3. Detailed planting plan for Open Space Tracts B and D Page 3 of 4
    - Open Space Tract D is in excess of the required total for common open space. Staff recommends removing said tract and reallocating the 1,770 sq. ft. to the parcels situated south. This would also allow for more area to be dedicated to proposed Road C.

***Response: Tract D has been removed as suggested in this comment. The additional width has been added to lots 1-6.***

6. Pursuant to MMC 22G.080.060, please provide or demonstrate the following:
  - i. 6.1. Size and shape of all building sites and lots, and location of all building pads and open space areas with any specific open space activity areas indicated - The identified building envelope for Lot 25 currently shows a 40 ft. front setback, it should be reduced to show a 10 ft. front setback.

***Response: Lot 25's front setback has been updated per this comment. Please see setbacks shown on Sheet C1.06.***

- ii. 6.2. Provide preliminary plans for signing and lighting, including typical side view of entrance treatment and entrance signs, if proposed.

***Response: At this time the applicant is not proposing entrance treatment.***

- iii. 6.3. Please show the approximate location of the proposed driveways to each lot.

***Response: Driveway drop locations can be found on sheet C3.01.***

- iv. 6.4. Detail plans for open space improvements, specifically the active recreation area.

***Response: Revised Landscape Plans have now been provided by Origin Design Group. Sheet L-2 and L-7 of these plans provides information on the open space improvements.***

7. Per MMC 22G.080.070(4), at least 25% of lots (under 5,000 sq. ft.) must be accessed by shared vehicle access points, either shared driveways or alleys/auto-courts.
  - i. 7.1. Being as proposed Road B is to be temporary with vehicle ingress/egress from Densmore Road abandoned, Road B should be proposed as an auto-court and placed into a private tract for access, similar to proposed Tract A.

This revision would also alleviate the shared driveway access requirements proposed for the Lots 19 & 20 and Lots 28 & 29, as the total number of lots accessing off the shared accesses/auto-courts would be increase from (7) to (9).

***Response: Road B is now proposed as Tract C which will be an auto-court per this comments request. Lots 19, 20, 28, and 29 now will be accessed by individual driveways.***

- ii. 7.2. The new auto-court (Road B) should be split into two separate tracts, as the east leg of the auto-court is temporary and will need to be converted to open space to eliminate the access onto Densmore Road once Road A is extended to 87th Avenue NE. The landscape plan shall be amended to include future amenities to be included within the open space tract on the east leg of the new auto-court.

***Response: Road B has now been split into two separate tracts per this comments request. Once the Road A connection to 87<sup>th</sup> Ave NE is made the temporary vehicle entrance to Densmore will be removed. The applicant proposes the installation of bollards at so that the Colvin PRD will maintain two access points for pedestrian and bicycle access to the future Densmore Road trial.***

8. Per email dated, May 9, 2022 from Ken McIntyre (see attached), the proposed road width deviation request from 50 ft. to 45 ft. would not be approved based on the current justification posed, unless planning department approved landscaping modification could satisfy the intent of the requirement.

At this time, planning staff does not support the alternate landscaping request, as the proposed parcel sizes are large enough to account for the required planting strip in addition to sections of open space being eliminated.

***Response: The applicant is no longer seeking approval for the road width deviation request from 50 feet to 45 feet. The roadway is no proposed to be 50 feet wide.***

- 9. To qualify for RDI bonus units under 6(a) & (b), qualifying active and passive recreation must be clearly demonstrated. Please provide clarification as to what areas in Tract B are to be considered passive versus active recreation; the demonstrations on L2.01 are not explicitly clear. Please note, the areas of passive versus active recreation cannot be double counted; the recreation types must be clearly identified with the allocated square footages.

***Response: Please see revised Landscape Plans provided by Origin Design Group for updated design, open space, and RDI calculations on sheets L-1 and L-2. Sheet C1.01 of the preliminary engineering plans also have updated open space and RDI calculations reflecting the updates.***

- 10. To provide access to the stormwater vaults, please provide a stormwater/drainage easement on Lot 11 to allow for unhindered vector truck access. See example below:

***Response: A 20 foot stormwater/drainage easement is being provided across Lot 11. Please see sheet C1.05.***

- 11. Prior to recording the FINAL BSP the applicant shall be required to provide FINAL restrictive covenants as required by MMC 22G.080.120 and including provisions to address parking enforcement, together with a statement from a private attorney as to the adequacy of the same to fulfill the requirements of the PRD code.

***Response: Acknowledged.***

- 12. The following are the impact fees that apply to this project:

<b>Impact Fee Type</b>	<b>Impact Fee Rate</b>
Traffic	\$6,300 per SFR
Parks	\$1,684 per SFR
Schools (Lake Stevens)	\$9,788 per SFR

***Response: Acknowledged.***

**Public Works Operations Comments:**

Reviewer: Kim Bryant, Water Operations Supervisor  
 Tim King, Utility Construction Lead II  
 Ryan Keefe, Water Operations Lead II

- 1. Page 8 of Project Narrative states all public utilities and services are available to subject parcels and lists City of Marysville for water provider. Currently the City of Marysville does not have water mains on Densmore Rd;

***Response: Acknowledged. The applicant is proposing to construct a watermain down Densmore Road to serve the future lots.***

2. All dead end lines require at a minimum a 2” blow off assembly per Design and Construction standards 2-120;

***Response: 2” blow off assemblies have been added to dead end lines. Please see sheet C6.01.***

3. No water details shown;

***Response: Water details have now been provided on sheets C6.31 and C6.32.***

4. Install gate valve on development side of 90 degree connection on Densmore;

***Response: A gate valve has been added. Please see sheet C6.01.***

5. Ensure hydrant assemblies are installed per Design and Construction standards 2-060;

***Response: Acknowledged.***

6. Water line on Densmore should have hydrant assembly at entrance to development.

***Response: A hydrant has been added at this location. Please see sheet C6.01.***

Sincerely,  
**CORE DESIGN, INC.**



Benjamin A. Madeo, AICP  
Project Manager