



February 1, 2023

Project No. 21101

Emily Morgan
City of Marysville
Community Development Department
80 Columbia Avenue
Marysville WA 98270

**Re: PA22-024- Marysville 44th PRD – Technical Review 2
7315 / 7417 44th St NE – APN(s) 30053500303700 / 30053500303600**

Dear Ms. Morgan,

This letter is provided as response to comments dated November 7 and November 8, 2022. Each item has been carefully reviewed and considered and the following is a summary of how each item was addressed.

Binding Site Plan/ Planned Residential Development Comments: Emily Morgan

1. Where lots front on a public street, the house shall have doors and windows which face the street. Houses should have a distinct entry feature such as a porch or weather-covered entryway with an entry feature that is at least 60 ft. with no dimension less than 6 ft.

Lots 1 – 4 must be oriented towards 75th Ave NE with the vehicular access off of the proposed autocourt. Further, the proposed 10 ft. landscape easement shall be removed in order to allow pedestrian access from the front of the home to 75th Ave NE.

Per discussion, a landscape easement will be provided along the east side of the those lots to address this design requirement. See email exchange with Emily Morgan.

2. Demonstrate compliance with the following standards of MMC 22G.080.100(1): Fencing and/or landscaping shall separate, while maintaining visual observability of, recreation areas from public streets, parking areas, and driveways. Therefore, Tract 998 must be fenced as it fronts along 44th St. NE.

Tract 998 will be fenced and fencing notes were added on cover sheet.

3. All required fencing shall be in compliance with the East Sunnyside Whiskey Ridge Design Standards, specifically Section F.2.1. Please add the following fencing standards to the “Notes” of the preliminary PRD/BSP plan.

3.1. 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.

3.2. 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.

3.3. 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

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soften the view of the fence. Provisions for long term maintenance of this landscaping shall be addressed on the plat.

Notes will be added.

4. Please provide for pedestrian connection from Tract 998 to the sidewalk along 44th St. NE and 75th Ave NE.

Please see landscape plans.

Landscaping Plan Comments

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 outlines in MMC 22C.120, Landscaping and Screening. Specifically, please revise the Landscaping Plan to include:

5.1. Incorporate the mitigation planting plan prepared by Raedeke Associates, Inc. to allow for a cohesive planting plan for the proposed development.

5.2. Rather than dedicating (2) basketball courts in the active open space tract, a multipurpose sport court, tennis court, or similar should be included.

The revised landscaping plan provided now incorporates and references the mitigation planting plan. The active open space tract now includes a pickleball court instead of one of the basketball courts.

Critical Area Review Comments

6. Staff has reviewed and concurs with the findings in the provided Wetland Delineation Update and Preliminary Buffer Enhancement Plan prepared by Raedeke Associates, Inc., dated June 10, 2022 along with the Supplemental Memo, dated November 2, 2022.
7. Prior to ground disturbing activities, a final mitigation and monitoring plan shall be approved with the proper mitigation measures in place on-site, in accordance with MMC 22E.010 Critical Areas Management.

Noted. A final mitigation plan will be provided and approved prior to construction.

Public Works Department: Kacey Simon

1. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project.
 - a. It doesn't appear that the sewer was extended 50' to the east to 75th Ave NE to service parcel number 00590700018101.

Sewer is extended now.

- b. The fire hydrants still have not been moved to behind the sidewalks.

Fire hydrants have been moved behind sidewalks.

2. Access:

- a. An Engineering Variance will be required as the center line offset of TRACT 999 is less than 150' from 75th Ave NE center line and doesn't meet the spacing requirements in our EDDS. (Sorry I did not catch this on the last review)

See submitted variance request.

- b. Please add SP 3-202-001 detail to plans for 75th Ave NE.

Added.

Standard Comments

Noted and to be addressed with construction plans submittal.

3. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.
4. 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.
5. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.
6. 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.
7. 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.
8. 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.

9. 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

10. 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.

11. 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.

Public Works Operations: Kim Bryant

1. There appears to be only 2 hydrant assemblies added with over 1300LF of new water main. 75th Ave does not appear to have any. Hydrant assemblies need to be added.

Noted. Three more fire hydrants have been added.

Marysville Fire District: Thomas Maloney

Noted and to be addressed with construction plans submittal.

1. The project shall comply with the current fire code requirements (2015 IFC) including WA State and local City of Marysville amendments to the fire code. Any fire code required construction permits (IFC section 105.7) are obtained through Marysville Community Development at 80 Columbia Avenue.
2. The city address committee will determine road names and address numbers for the lots.
3. Fire marshal approval of fire access and fire hydrant/water supply systems is required and will be part of the civil construction plan review and approval process for this project.
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. The minimum required fire flow for hydrants protecting SFR dwellings is 1,000 gpm.
5. 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.
6. 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.
7. Future homes to be constructed may require residential sprinkler installation for a number of reasons, including: if homes are three or more stories tall, if fire flow from hydrants does not meet fire code requirements, if there are access deficiencies, or if any part of homes is further than 200' from the public road ROW with no hydrant provided on-site.
8. The project will need to provide external access for the development that meets municipal code requirement for at least two separate access roads for developments exceeding 30 dwellings, or provide fire sprinklers in all homes:

MMC 9.04.503.1.5 Section 503.1.5 – One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with separate and approved, unobstructed fire apparatus access roads and shall be placed a distance apart equal to not less than one half of the length of maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. Exceptions: 1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 access from two directions shall not be required. 2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

Sprinklers shall be provided in all homes to use exception 1, and future access road connections must be provided concurrently with this development to use exception 2.

9. 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.
10. A minimum 20 feet wide fire apparatus access is required to extend to within 150' of all exterior portions of buildings. 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. An adequate access route for fire apparatus must be in service prior to any building construction.
11. Access for firefighting operations along all sides of all buildings is required. A minimum 5' wide access around buildings is required. All parts of the buildings exteriors should be accessible for firefighting by an approved route around the building, and be within 150 feet of fire apparatus access. Formal review of access for approval is normally part of the civil and building plans review processes.

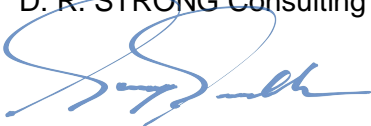
Public Works Department: Jesse Hannahs Traffic Engineering Manager

1. 44th ST NE:
 - a. Provide Stationing on 44th ST NE.
 - b. Site specific roadway cross-section *showing existing and proposed* components with dimensions within full ROW should be included upon plans.
Both are provided now.
2. 75th Ave NE:
 - a. Provide Stationing on 75th Ave NE.
 - b. Site specific roadway cross-section showing existing and proposed components with dimensions within full ROW should be included upon plans.
Both are provided now.
3. Per EDDS Section 3-212, Intersection (entering) Sight Distance analysis shall be performed for the proposed intersection of 75th Ave NE & 44th St NE.
 - a. Sight distance analysis is critical to design of 75th Ave NE and thus development. If sight distance cannot be met at proposed location, entire site plan could need to be redesigned to move 75th Ave NE or turning restrictions could be required.
Sight distance is not achievable looking east due to vertical crest in 44th Street as well as the road cut along north right-of-way line of 44th Street. Right turn deceleration and acceleration lanes will be provided per email discussions.
4. Per EDDS 3-506, street lighting will be required.
All comments hence forward will be addressed in construction plans phase.
 - a. Street Lighting upon 44th ST NE shall be PUD installed fiberglass pole installation type street lighting.
 - i. Street shall be designed as collector arterial utilizing 200 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 shall be provided by the City for incorporation into the PUD site electrical plans. iv. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD street lighting.
 - b. Street Lighting upon residential streets such as 75th Ave NE, etc. 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 shall be provided by the City for incorporation into the PUD site electrical plans.
 - iv. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD street lighting.
5. A signing and channelization plan shall be required as part of civil construction plans for residential streets and 44th ST NE.
- a. Channelization:
 - i. 44th St NE to the extent feasible with development project shall provide for planned roadway lanes via striping.
 - ii. Stop bar shall be installed for southbound approach of 75th Ave NE to 44th ST NE.
 - b. Signing:
 - i. No parking (symbol) with arrow signs shall be installed upon both sides of 75th Ave NE given half street width of only 20'.
 - ii. Stop sign shall be installed for southbound approach of 75th Ave NE to 44th ST NE.
 - iii. Street name signs shall be installed at all intersections and 90 degree corners where street names will change.
 - iv. Speed limit 25 mph signs shall be installed upon entry into development off 44th ST NE.
 - v. No parking (symbol) with arrow signs shall be installed 15' to either side of radius begin/end on outside of 90 degree curve bulb-outs given challenges experienced by garbage collection at similar locations.
6. Neighborhood Driveway placement:
- a. To the extent feasible, all driveways shall be staggered (rather than directly opposite each other).
 - i. This increases parking opportunities without resulting in narrow drive aisles and consistent citizen concerns of emergency vehicle access with requests for parking to be restricted to one side only.

Sincerely yours,

D. R. STRONG Consulting Engineers



Luay R. Joudeh, P.E.

LRJ/dle