



December 15, 2023

Emily Morgan
City of Marysville
Community Development Department
501 Delta Avenue
Marysville, WA 98270

**Re: PA22-040 – 87th & 40th PRD – Technical Review 2
4218 / 4112 / 4018 / 3922 / NNA 87th Ave NE
CORE Project No. 21036**

Dear Emily:

The purpose of this letter is to provide a response to the review comments for PA22-040 – 87th & 40th PRD – Technical Review 2 - 4218 / 4112 / 4018 / 3922 / NNA 87th Ave NE dated October 24, 2023. 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 – Planning Comments:

Reviewer: Emily Morgan, Senior Planner 360.363.8216 / emorgan@marysvillewa.gov

1. After reviewing the proposal to design, dedicate and construct 40th Street NE along the project's frontage, less the RAB at the intersection of 40th Street NE & 87th Avenue NE, in exchange for credits of both Traffic Impact Fees (TIF) and RDI Benefit 3.a., the Public Works Department believes there is an opportunity to enter into an agreements to ensure construction of 40th Street NE.

Response: Acknowledged.

2. For clarity, in the table for "Open Space Calculations", please add a footnote that mentions Tracts B and G are not included. By omitting a reference to these tracts, it appears like an oversight for not including them.

Response: Footnote has been added for Tract B. No footnote has been added for Tract G since Tract G no longer exists per comment below.

- 2.1. Also due to the location and the size, Tract G should just be included into Lot 135.

Response: Tract G has been included into Lot 135 as suggested.

Marysville Fire District

Reviewer: Brian Merkley, Deputy Fire Marshal 360.363.8541 / bmerkley@mfdrrfa.org

3. **Hydrants** - additional hydrants need to be installed at the following locations:
 - 3.1. At the intersection of 40th St and Road F – SW corner preferred.
 - 3.2. Midway down north section of alley A, near lot 131.
 - 3.3. Midway down south section of alley A, near lot 120.

Response: Hydrants have been placed in the areas as referenced.

4. **Access** - Signage stating “NO PARKING – FIRE LANE” needs to be installed on both sides of any 20’ wide roadway.

Response: “No parking – Fire Lane” signage is shown for all 20’ wide roadways on sheets C7.01-C7.03.

Public Works - Engineering Comments:

Reviewer: Kacey Simon, Civil Plan Reviewer 360.363.8280 / ksimon@marysvillewa.gov

5. **Utilities** - We will accept the removal of sanitary sewer along 40th St NE.

Response: Acknowledged.

- 5.1. I am unsure as to what sewer main along 85th Ave NE comment number 5 in the response letter from Michael Reid is referring to? It appears that the most recent revised preliminary civil plans shows the sewer main along 85th Ave NE. Was comment #5 an error or are the plans not correct?

Response: Sewer is being provided within 85th Ave NE.

- 5.2. We will also accept the removal of the water main along 85th Ave NE and pulling the individual water services off of Road B and Road A.

Response: Acknowledged.

6. **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.

Response: Acknowledged. It is our understanding that the preliminary plans show frontage improvements as required by the City.

- 6.1. We will be requiring 40th St NE to be built out to full road section SP 3-201-002 with a 12 ft. multi-use trail from 87th Ave NE to the western property boundary.

Response: The revised preliminary plans show 40th Street NE as constructed to full road section as detailed in SP 3-201-002 with a 12-foot multi-use trail.

Public Works – Surface Water Comments:

Reviewer: Ryan Carney, Surface Water Inspector 360.363.8140 / rcarney@marysvillewa.gov

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

Response: Acknowledged.

8. Drivable access will be required to all inlets, outlets and control structures of the vault on Tract C.

Response: The vault within Tract C now has one inlet which is located near the northeast corner of the vault. This inlet has drivable access. The outlet and structures of the vault have drivable access as well.

Traffic Engineering Comments:

Reviewer: Jesse Hannahs

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. This would include, for City approval, development of trip generation/distribution followed after City review/approval by identification of impacts and, where required, mitigation approaches.

Response: A revised Traffic Impact Analysis signed 11/03/23 from Kimley Horn has been provided.

- b. TIA should follow City guidelines to be provided.

Response: On page 1 of the report, it states “The analysis contained in this report is based on the City of Marysville traffic impact analysis guidelines.”

- c. Intersection Analysis:
 - i. 64th ST NE (SR 528) & 83rd Ave NE

- a. NB Approach is a shared Left/Through/right lane. Widened area immediately at intersection does not constitute a 30' length storage area for right turn.
 - i. Alter Synchro Analysis to NB Shared left/through/right.
 - ii. Submit TIA Addendum reevaluating intersection.

Response: An updated TIA has been provided.

3. Frontage improvements should be required upon 87th Ave NE and 85th Ave NE including additional asphalt pavement, curb, gutter, landscape strip, sidewalk and street lighting.
 - a. 40th ST NE:
 - i. Roadway shall be per EDDS Standard Plan 3-201-002 with five lanes including curb/gutter, landscape strip, 12' multi-use paths on both sides and city owned decorative street lighting.

Response: Half street frontage improvements are provided along both 87th Avenue NE and 85th Avenue NE as required. 40th Street NE is proposed as described in EDDS Standard Plan 3-201-002 and in this comment.

4. 40th ST NE & 87th Ave NE Roundabout:
 - a. Development shall be required to provide preliminary design of the multi-lane roundabout in order to determine footprint and thus necessary ROW for full construction in future.
 - i. Design vehicle turning template diagrams must be provided as portion of roundabout layout design for approval.
 - ii. Design vehicles shall be WB-40 Truck and Transit Bus

Response: Design vehicle turning template diagrams showing turning maneuvers for a WB-40 Truck and a Transit Bus have been provided. These diagrams have been provided on a preliminary design of the multi-lane roundabout.

- b. Any improvements upon 87th Ave NE & 40th ST NE shall either include roundabout construction or be compatible with future roundabout construction.
 - i. Interim condition must include temporary ADA compliant curb ramps with sidewalk approaches at intersection.
 - ii. Proposed locations 100' prior to intersection will not provide for pedestrian safety during interim intersection layout.
 - iii. Locate temporary ADA curb ramps and sidewalk connections to said ramps at traditional locations upon curb radius of intersection in front of stop bars.

Response: Temporary ADA ramps and sidewalks have been relocated to intersection as requested.

5. Multi-use Trails at intersections:

- a. Full 12' width of multi-use trail shall be maintained at intersections completely to side street curb ramps.
- b. Narrowing of multi-use trail to traditional sidewalk width at corners shall not be allowed.
- c. Multi-use trails can be transitioned to sidewalk width to side street side of ADA curb ramps.

Response: Full 12' width of multi-use trail and curb ramps are maintained completely to the curb ramps at intersections along 40th Street NE and 87th Avenue NE as requested.

6. ADA Curb Ramps:

- a. City Policy is that ADA curb ramps shall be installed upon all legs of all public roadway intersections based upon:
 - i. Per RCW, crosswalks exist upon all legs of all intersections of public streets.
 - ii. Per PROWAG (ADA Law), where crosswalks exist whether marked or unmarked, ADA curb ramps shall be required.

Response: ADA curb ramps have been added to all legs of all public roadways for the project.

- b. Add ADA ramps to intersection of:
 - i. 85th Ave NE & Road A
 - ii. North leg of 87th Ave NE & Road B
 - iii. Interim intersection layout of 87th Ave NE & 40th ST NE

Response: ADA ramps have been added as requested.

- c. ADA curb ramps at multi-use trail locations shall be double typical width to accommodate multi-use trail users.
 - i. For project this includes all north/south crosswalks across side streets and 40th St NE along west side of 87th Ave NE.

Response: ADA ramps for multi-trails are now 10 feet wide.

7. Temporary Cul-De-Sac:

- a. Shall be installed at end of Road E west of Road D if connection is not complete to west at time of roadway construction.

Response: In the event the proposed plat of Steven's Ridge does not construct its Road E connection prior to the construction of this project a temporary cul-de-sac to be constructed per Standard Plan 3-207-002 is now being provided at the end of Road E west of Road D. The temporary cul-de-sac is shown crossing into Lots 133-135. If the temporary cul-de-sac is constructed these lots will remain undevelopable until Road E has its connection to Steven's Ridge. At which time the temporary cul-de-sac will then be removed and Lots 133-135 can be developed.

8. Per EDDS 3-312, Intersection sight distance for both new roadways shall be evaluated.

Response: Sight distance analysis has been provided on sheets C7.21 and C7.22.

9. Per EDDS 3-301, Arterial Access Management standards apply:
 - a. 40th ST NE:
 - i. Full access may not be allowed from development directly onto 40th ST NE based upon feasibility of maintaining intersection sight distance given likely vertical alignment of roadway.
 1. Access point onto 40th ST NE between 83rd Ave NE and 87th Ave NE may be required as a right-in/right-out only access.
 2. Sight distance analysis including roadway plan and profile shall be supplied to evaluate proposed access location.

Response: A sight distance analysis has now been provided. This analysis can be found on sheet C7.22.

10. Per EDDS 3-506, street lighting will be required upon all public street frontages as part of civil construction plans.
 - a. Street lighting on 87th Ave NE and 40th ST NE shall be required as decorative style street light assemblies with LED fixtures to match existing fixtures on 87th Ave NE.
 - i. 87th Ave NE north of 40th ST NE shall be designed as Collector Arterial/Residential.
 - ii. 40th ST NE and 87th Ave NE south of 40th ST NE shall be designed as Principal Arterial/Residential.
 - iii. Fixtures would be Lumec Renaissance Series per to be provided City Specification.
 1. Specification should be requested via emailed to jhannahs@marysvillewa.gov
 2. PUD street lighting shall not be installed in Lakewood area upon arterial or connector roadways.
 - iv. Photometric layouts shall be required for design with photometrics consisting of staggered lighting on both sides of each roadway and development to install only street lighting on frontage side of each roadway.

Response: Acknowledged. This will be provided during civil construction plan review.

- 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 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.

Response: Acknowledged. This will be provided during civil construction plan review.

11. Channelization and Signing Plan shall be required as part of civil construction plans for all public roadways.

a. Channelization:

- i. 40th ST NE shall be striped as a 5 lane arterial utilizing MMA for long lines and thermoplastic for stop bars, crosswalks, arrows, etc.
- ii. 87th Ave NE shall be striped as a two lane arterial:
 - 1. As 87th Ave NE will only be half-street improvement, long line striping shall be interim as paint.
 - 2. Thermoplastic shall be used for stop bars, crosswalks, arrows, etc.
- iii. The only channelization for residential streets shall be thermoplastic stop bar installation upon approaches to arterial streets of 40th ST NE and 87th Ave NE.

Response: Acknowledged. This will be provided during civil construction plan review.

b. Signing:

- i. Street name signs shall be installed at all intersections and locations such as 90 degree corners where street names change.
- ii. Stop signs shall only be installed upon residential street approaches to arterials of 40th ST NE and 87th Ave NE.
- iii. Speed limit 25 mph signs shall be installed upon all residential roadways at entry to development.
- iv. No Outlet signs shall be installed upon Road F south of 40th ST NE.
- v. Dead End signs shall be installed upon:
 - 1. Road F south of Road G
 - 2. Road H south of Road G
 - 3. Road E west of Road D
 - 4. 85th Ave NE north of Road B
- vi. No parking with arrow signs shall be installed upon both sides of all alleys.
- vii. No parking with arrow signs shall be installed 25' from entry/exit to alleys to enable sanitation and emergency vehicle access to/from alley.
- viii. Type IV Object Markers and Future Road Connection signs shall be installed at all ends of roadways.

Response: Acknowledged. This will be provided during civil construction plan review.

Sincerely,
CORE DESIGN, INC.

A handwritten signature in black ink, appearing to read "Ben A. Madeo". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ben A. Madeo
Project Manager