

March 30, 2022

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

RE: Marysville 10 Degrees – PA21-039  
First Technical Review

Dear Reviewers,

Please refer to our responses below which address all review comments received from you via email on October 14, 2021. You will find the markup comments listed in the order that they were written followed by our response in *italics*.

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**PLANNING**

Reviewer: Angela Gemmer

1. Prior to issuing SEPA, comments pertaining to the environment must be addressed, a traffic concurrency recommendation must be issued by the City Engineer, and a letter accepting the traffic concurrency recommendation must be submitted to the City by the applicant. A traffic concurrency recommendation will be provided when the project's traffic impacts, and any major road layout comments are resolved. The SEPA determination must be issued prior to scheduling the proposed plat and concurrent rezone for consideration by the Hearing Examiner.

***Response: Acknowledged***

2. The application materials indicate that a boundary line adjustment application will be submitted; however, it does not appear that the BLA has been submitted to-date. The BLA will need to be processed concurrently with the overall land use application and will be subject to review by the City's Hearing Examiner. Please submit the BLA application with the resubmittal.

***Response: The proposed BLA line is to be adjusted as requested by the City. BLA documents are currently being worked on and will be resubmitted for review shortly.***

3. A critical areas mitigation plan prepared by a qualified scientific professional shall be submitted. A mitigation planting plan will be required to be submitted proposing restoration of any degraded critical areas and associated buffers with plantings as required by MMC Sections 22E.010.220(2) and 22E.010.100(3). The mitigation plantings will be required to be installed and inspected prior to final plat approval. Mitigation will also be required for any wetland impacts. Utility extensions through wetlands and wetland buffers are subject to compliance with the standards set forth in MMC Section 22E.010.100(9). A preliminary mitigation plan is needed prior to preliminary plat approval, and a final mitigation plan is needed prior to civil construction plan approval.

***Response: Additional information has been provided with the resubmittal package assessing the off-site wetland to the northeast of the site (located on the Housing Hope Phase II project). Per Ed Sewall determination, this wetland and its buffer are fully contained off-site. In regard to the open ditch line along the northern boundary of the site, we are currently looking into whether this ditch is classified as anything critical or if it's deemed Waters of the State by any jurisdiction. Per Housing Hope***

***Phase II approved mitigation plan and report, the open ditch is not under the jurisdiction of any State or local jurisdictions and may or may not be under Army Corp. jurisdiction. We will let you know further once additional findings are made. At this time, no new impacts to wetlands/streams or their associated buffers are being proposed. As such, a mitigation plan is not necessary.***

4. The segment of the stream that flows out of the southwest corner of the southern Gissberg Lake onto the property is hard to decipher on Sheet PP-03 (the buffers are clear). Please amend the plans to more clearly depict the stream.

***Response: OHWM and associated stream have been more clearly depicted on the drawings. Please let me know if there's still difficulties seeing this.***

5. Schedule A of the Subdivision Guarantee references two parcels while the preliminary plat map (Sheet PP-01) references three parcels. Update the title report to include all parcels that are part of the subdivision application.

***Response: Plat map has been updated to only reflect the parcel involved in the subdivision process after the proposed BLA has been completed and recorded. A copy of the title report submitted with the BLA has been provided for reference.***

6. The legal descriptions for Parcels A, B, and C are shown on the preliminary plat map (Sheet PP-01) each include a typo on the Range number. The legal description reference Range 'S' Rather than Range '5'. Please amend.

***Response: The S in the legal has been revised to a 5.***

7. Include a density calculation on the preliminary plat map which meets the requirements set forth in MMC Sections 22A.020.150, 22C.010.110, and 22C.010.120. The landscaping plan (Sheet L1) includes the necessary information for this calculation.

***Response: Density calculations on the plat map have been updated.***

8. In order for the proposed rezone to be approved, compliance with the standards set forth in MMC Section 22G.010.440, *Rezone Criteria*, must be demonstrated. The rezone criteria follow along with recommendations on areas where further justification on the rezone criteria would be beneficial, or where revisions to the proposal are needed:

- 1) A zone reclassification shall be granted only if the applicant demonstrates that the proposal is consistent with the comprehensive plan and applicable functional plans and complies with the following criteria:

- a) There is a demonstrated need for additional housing as the type proposed;

*The response demonstrates the regional need for additional housing. It may be beneficial to highlight why this specific proposal requires the additional area to be rezoned in order to develop this specific project.*

***Response: Additional verbiage has been added to section (a) of the written responses to the rezone criteria document outlining future growth projections and need for additional housing.***

- b) There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification.

*Significant changes to the circumstances of the property which may be beneficial to note on a response to this rezone criteria include adoption of the Lakewood Neighborhood Master Plan, construction of the 156<sup>th</sup> Street overpass and the anticipated future construction of a 156<sup>th</sup> Street/I-5 Interchange and plans for extension of sewer into Lakewood that will enable construction.*

***Response: Additional verbiage has been added to section (b) of the written responses to the rezone criteria document noting additional Lakewood Master Plan changes.***

- 2) Property at the edges of land use districts can make application to rezone property to the bordering zone without applying for a comprehensive plan map amendment if the proponent can demonstrate:
  - a) The proposed land use district will provide a more effective transition point and edge for the proposed land use district than strict application of the comprehensive plan map would provide due to neighboring land uses, topography, access, parcel lines or other property characteristics;

*In order to provide a more effective transition in zones, the rezone boundary should be extended to include the wetland and buffer located on the south side of the road (boundary should follow the eastern edge of the wetland buffer as shown in the map excerpt below). Discussion on how roads and critical areas promote the proposed rezone being a more effective transition would be beneficial to include in the response to this section.*

***Response: Proposed BLA line has been adjusted as requested by the City. Additional narrative on the benefits of the rezone following the revised boundary line is included in the rezone criteria document.***

- b) The proposed land use district supports and implements the goals, objectives, policies and text of the comprehensive plan more effectively than strict application of the comprehensive plan map; and

*The critical areas on the east side of the site serve as a natural transition from commercial to residential zoning. Adding a brief discussion on that to this rezone criteria, may be beneficial.*

***Response: An explanation on how the natural critical areas to the east of the site serve as a natural transition from commercial to residential zoning has been added to the rezone narrative***

9. The project is subject to Lakewood Neighborhood Master Plan (LNMP) Appendix A, Section B.3, Site and building design standards. The single-family residences are subject to subsections (2) and (4) and Section B.5, Single Family and Duplex Development Standards, while townhomes are subject to all of Section B.3. With the initial submittal, elevations were only provided for the proposed townhouses. It appears that most of the single-family residences are proposing alley access. Where alley access is proposed, the front of the house needs to orient towards a public street or open space. Please submit elevations for the single-family residences that are consistent with this expectation.

***Response: All single-family units will be served by alleys for garage access with front doors and porches fronting onto open space, or public right-of-way where open space is not proposed.***

10. Pursuant to LNMP Appendix A, Section B.3(2)(a), "The street edge shall be defined with buildings, landscaping or other features. Primary building entrance(s) shall face the street unless it is not feasible due to parcel size, topography, environmental conditions, or other factors as determined by the director, and alternate design elements are incorporated into the façade which enliven the streetscape. Buildings with individual ground floor entries should face the street and/or common open space to the extent possible. Buildings shall provide windows that face the street to provide "eyes on the street" for safety. To meet this requirement, at least 15 percent of the façade facing the street shall be occupied by transparent windows or doors." The standards cited require that single family residences and townhouses have an orientation towards the street including entrances, pedestrian pathways, windows, etc. Specific direction is provided in comments 8,9 and 10 below.

***Response: Front doors for new single-family units to face public right-of-way or open space tracts connecting front doors to public right-of-way. All townhome unit front doors and driveways to face internal road network. No front doors are proposed to face alley roadway network. Fencing along 10'-30' open space areas are limited to 36" in height, a 5' wide walkway is provided, and front entrance/porch requirements will be met. Note that many of the previously depicted 10' wide open space tracts have been increased to 12'-13' in width in the central and northern portion of the site. Refer to updated plat maps depicting front door entrance design and associated front yard requirements.***

11. Along 19<sup>th</sup> Avenue NE and 164<sup>th</sup> Street NE, the townhouses can either be:
- Oriented towards these streets including entrances, pedestrian pathways, windows, etc.; or
  - In lieu of orienting the townhouses towards these streets, 10-foot-wide landscape buffer can be provided along 19<sup>th</sup> Avenue NE and 164<sup>th</sup> Street NE that is separate from the required private open space, and alternate design elements can be incorporated into the facade which enliven the streetscape. The landscape buffer should be comprised of trees and shrubs that provide color and interest throughout the year.

***Response: A 10' wide landscape strip has been proposed between all townhome units proposed directly adjacent to 19<sup>th</sup> Ave and 164<sup>th</sup> (option b noted)***

12. On the interior plat roads, the single-family residences should face the street. Where side yards need to abut the street along arterials or the interior plat roads, an architectural approach similar to what is shown below should be proposed in lieu of the house facing the street. In the example below, the front of the house is oriented towards the auto court while the elevation that faces the street has variation in siding, windows, trims, and a gable entry feature with decorative posts that gives the sense of the house being oriented towards the street. On lots that take access off of an auto court that have a side yard abutting the street, a pedestrian pathway should be provided to the street and auto court.

The following lots appear to be oriented towards alleys and it is unclear how/what pedestrian access will be provided. The following revisions to the orientation of these lots is needed:

| Lot Numbers   | Orientation Revision   | Additional Direction   |
|---|--|--|
| Lots 171 - 175  | Orient front of house towards Road B.                                | Lots with alley access should have the front of the house oriented towards the street. Orientation of houses to open space areas and auto courts is acceptable. Side yards abutting the street (for example at the end of an auto court), should implement an architectural approach on the side elevation similar to the example shown above. A pedestrian pathway from the front of the house to the street is needed. |
| Lots 200 – 206  | Orient front of house towards Road F.                                |  |
| Lots 207 – 213  | Orient front of house towards Road G                                 |  |
| Lots 214 – 223  | Orient front of house towards Road B.                                |  |
| Lots 224 - 227  | Orient front of the house towards Road D.                            |  |
| Lots 258 - 269  | Orient front of house towards Roads H or I, as applicable.           |  |
| Lots 280 – 291  | Orient front of house towards Road H.                                |  |
| Lots 292 – 294  | Orient front of house towards Road D.                                |  |
| Lots 328 – 330  | Orient front of house towards Road D or open space.                  |  |
| Lots 331 - 335  | Orient front of house towards Road C or open space.                  |  |
| <b>Lots Abutting an Alley or Open Space with an Alley Orientation</b> |  |  |
| Lot Numbers   | Orientation Revision   | Additional Direction   |
| Lots 176 – 186  | Orient the front of the house towards a public street or open space. | Lots with alley access should have the front of the house oriented towards the street. Orientation of houses to open space areas and auto courts is acceptable. Side yards abutting the street (for example at the end of an auto court), should implement an architectural approach on the side elevation similar to the example shown above. A pedestrian pathway from the front of the house to the street is needed. |
| Lots 187 – 199  | Orient the front of the house towards a public street.               |  |
| Lots 228 – 235  | Orient the front of the house towards a public street or auto court. |  |
| Lots 236 – 245  | Orient the front of the house towards a public street or open space. |  |
| Lots 246 – 257  | Orient the front of the house towards a public street or open space. |  |
| Lots 270 – 279  | Orient the front of the house towards a public street or open space. |  |
| Lots 295 – 314  | Orient the front of the house towards a public street.               |  |
| Lots 316 – 322  | Orient the front of the house towards a public street.               |  |
| Lots 323 – 327  | Orient the front of the house towards a public street.               |  |

***Response: As noted above, all single-family unit front doors to face public right-of-way or open space tracts connecting front doors to public right-of-way. Pursuant to prior discussions, the City is open to front doors facing open space areas that are less than 30' wide provided 200 sf. private open space can be provided, fencing along 10' open space areas are limited to 36" in height, a 5' wide walkway is provided and front entrance/porch requirements are met. All single-family units will meet the 60 square foot porch element. Note that many of the previously depicted 10' wide open space***

***tracts have been increased to 12'-13' in width in the central and northern portion of the site. Refer to updated plat maps depicting front door entrance design and associated front yard requirements.***

13. Pursuant to LNMP, Appendix A – Design Standards, Section B.4, Multiple-family, townhome, and group residences – Vehicular access and parking location, (1) On sites abutting an alley... townhome...developments shall have parking areas placed to the rear of buildings with primary vehicular access via the alley, except when waived by the planning director due to physical site limitations. (2) When alley access is available, and provides adequate access for the site, its use is required.

The intent of the provision noted above is for townhouses to have alley access when feasible. Having the single-family residences access off the plat roads, and the townhomes access off of Alleys is strong recommended.

***Response: Though the LNMP prefers townhomes to be accessed via alleys and single-family units to be access directly from plat roads, we can not find anything that specifically requires this design.***

14. The infiltration galleries between the rows of single-family residences will likely be a challenge to access and maintain (e.g., property owners filling them in, fencing them off, etc.). Should an alternate design be considered? The project to the north will be provided shallow biofiltration facilities within the right-of-way.

***Response: The infiltration galleries are located under a common walkway in shared open spaces that connects multiple front doors of units to the public right-of-way. Access to these should be relatively easy since the open space tracts will consist of concrete walkways with an overall width of at least 10'. Property owners should not be allowed to fence off parts of common area. Covenants will be prepared prior to Plat recording noting limitations on fencing adjacent to open space areas.***

15. Pursuant to MMC Section 22G.080.080(1), Modification of development regulations, the standard driveway width is 20 feet. A reduced driveway width is proposed for the single-family residences that have alley access; however, with the proposed configuration, reduced driveway lengths would not be supported. There is concern regarding adequate sanitation and fire truck access.

***Response: Concept building footprints have been updated to eliminate the 2' bump outs. As such, face of 2 car side-by-side garages is now shown at 20' from edge of alley.***

16. Lots 257 and 264 are panhandle lots; the minimum width for a panhandle access is 20 feet. Please amend.

***Response: Lots revised to contain at least 20' of "frontage" along the alley.***

17. The preliminary plat map (Sheet PP-01) 'Parking Information' section indicates that two off-street parking spaces are required per unit; however, MMC Section 22C.130.030, Table 1, indicates that two resident parking spaces and one guest parking space are required per unit. Update the 'Parking Information' reference accordingly.

***Response: Parking notes and details have been updated on the revised prelim plat map to better reflect this requirement.***

18. Provide a standard parking detail for both the townhouses and the single-family residences on the

preliminary plat map. Pursuant to MMC Section 22C.130.030, Table 1, "Detached single-family dwellings and duplexes will provide three parking spaces per dwelling unit (two resident spaces and one guest space). Two of the stalls must be on the site and readily available to the dwelling unit. The third stall may be on-street parking or provided nearby to the dwelling (must be within 100 feet of dwelling unit). An enclosed private garage may be utilized to meet the required parking for residents. Driveways can be counted as resident or guest parking spaces, provided said driveway complies with the bulk and dimensional requirements outlined in Table 2 in MMC Section 22C.130.030. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the two required parking spaces per dwelling for the residents; however, tandem parking can be counted as a guest parking space." Where in-garage parking is proposed to meet the required parking, a detail of the garage parking will need to be provided on the plans.

***Response: Garage/driveway details have been added to sheet 2 of the prelim plat drawing set.***

19. Pursuant to the Lakewood Neighborhood Master Plan (LNMP) Appendix A, Section B.12, Street connectivity: (1) The street system of proposed development shall be designed to connect with existing, proposed, and planned streets outside of the development. Wherever a proposed development abuts unplatted land or other land with the capability of being further subdivided, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the fire Marshall, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land. (3) New development shall provide an integrated and connected network of streets to provide "direct" walking route options, orientation, a sense of place, and multiple travel route options. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. Blocks shall be designed to provide vehicular connections at intervals no greater than 600 feet and pedestrian access at intervals no greater than 300 feet (200 feet is preferred). Amend the plans to provide pedestrian connectivity consistent with this requirement. Also, amend the plans to show the construction of 164<sup>th</sup> Street NE along the northern property line.

***Response: Site layout has been updated to provide mid-block pedestrian connections spaced at no more than 300' on-center. Layout of future 164<sup>th</sup> Street along the northern property line has been added to the preliminary design.***

20. Pursuant to MMC Section 22G.080.070, the single-family residential lots 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. Please delineate the open space for each lot.

***Response: Private open space has been noted and outlined on typical unit layout detail located on sheet 2 of the updated prelim plat drawing set.***

21. Pursuant to Lakewood Neighborhood Master Plan, Appendix A — Design Standards, subsection B.7 Townhouse open space, 200 square feet of ground related private open space per dwelling unit adjacent to, and directly accessible from, each dwelling unit must be provided. This may include private balconies, individual rear yards, landscaped front yards, and covered front porch areas. In addition to the private open space requirement, all townhouse developments shall include at least 30% of the total development as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include areas in required building setbacks, play areas, natural areas, and critical areas. Please amend the plans to more clearly delineate both the private townhouse open space and the overall site open space.

***Response: Private open space has been noted and outlined on typical unit layout detail located on sheet 2 of the updated prelim plat drawing set.***

22. Townhomes shall provide at least 20 square feet of landscaping adjacent to the entry pursuant to LNMP Section B.3(8)(c). Please amend the site plan to provide.

***Response: Front door landscaping has been noted and is shown on typical unit layout detail located on sheet 2 of the updated prelim plat drawing set.***

23. Pursuant to MMC Section 22G.080.100, "A minimum of 15 percent of the net project area shall be established as open space. Thirty-five (35) percent of the required open space shall be active open space. Parking areas, driveways, access streets and required yards are not considered to be open space for purposes of this section." The active open space tracts appear to be Tracts 982, 986, 989, and 996 which comprise 46,327 square feet. Based on the current site configuration, 72,632 square feet of active open space is needed (note this figure will need to be increased due to the project boundary modification identified in comment 6 above). It is unclear which additional areas are intended as active open space. Said areas must be of a grade suitable for recreation and have no dimension less than 30 feet. Please amend the site plan to more clearly identify the active open space (a specific reference to the active open space tracts in the 'Tract Area Table' on Sheet PP-06, and labels on the active open space tracts is requested). Also, the active open space areas should provide active amenities.

***Response: Plat map has been updated to better note which open space areas are intended to be active along with how much of the open space Tracts contain areas with at least a 30' dimension. Refer to updated landscape plan for proposed amenities within these active open space areas.***

24. The following revisions to the landscape plan are needed:

- Pursuant to MMC Section 22G.080.050(2)(i), "Landscaping shall be provided for public and semi-public spaces and shall integrate them with private spaces. Landscaping shall create a pleasant streetscape and provide connectivity between homes and common areas using trees, shrubs, and groundcover through the development and providing for shade and visual relief while maintaining a clear line of sight throughout the public and semi-public spaces." Please amend the plans to provide landscaping meeting the intent of this provision.
- Pursuant to MMC Section 22G.080.100, "Fencing and/or landscaping shall separate, while maintaining visual observability of, recreation areas from public streets, parking areas and driveways." Please amend to provide.
- Street trees will be required along 19th Avenue NE and 164th Street NE except where infeasible to provide. Amend the plans to include.
- The plans call for 'hydroseed in planter strip, typ.' (see Sheets L-4, L-6, etc.); however, Engineering Design and Development Standards (EDDS) Standard Plan 3-504-001 requires sod. Please amend the notes on these sheets to indicate that sod is required.
- Townhomes shall provide at least 20 square feet of landscaping adjacent to the entry pursuant to LNMP Section B.3(8)(c). Please amend to provide.
- Include the tract numbers on the landscape plans.
- The lot numbering on the landscape plans differs from the site plans in several areas. For example, the lots surrounding Tract 986 differ. Please amend to be consistent. It appears that three play structures, five benches, and three picnic tables are proposed for the project. Provide specifications for the play structures on the landscape plans. If the play structures are a sufficient amenity to qualify as a 'large recreational amenity', the project will have provided the amenities required for the open space areas. Please provide details on any trails/paths, surfacing, paving, etc. that is proposed in the open space areas. Trails must be a minimum of five feet wide, meet Americans with Disabilities Act (ADA) standards, and be improved with an appropriate all-weather surface (gravel does not qualify).

**Response: A variety of trees, shrubs and groundcover has been provided throughout the development. Fencing separation has been provided. Street trees along 19<sup>th</sup> Ave and 164<sup>th</sup> St. have been provided where feasible (trees not feasible in some of the proposed bioretention planter areas due to minimal depths to needed piping and infiltration galleries). Hydroseed has been changed to sod. Lot and Tract numbers**



**have been added to the landscape plans. Details and calculations for amenities has been provided.**

25. Pursuant to LNMP Appendix A, Section B.3, Site and building design standards, subsection 5: The development will be required to demonstrate compliance with the Site Design Utilizing Crime Prevention through Environmental Design (CPTED) Principles. The following CPTED strategies shall be incorporated into the building design and site layout. Please provide a brief written narrative response that addresses these criteria and amend the plans, as necessary.
- Access Control. Guidance of people coming and going from a building or site by placement of real and perceived barriers. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas that are not readily observable.
  - Surveillance. Placement of features, uses, activities, and people to maximize visibility. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them.
  - Territoriality/Ownership. Delineation of private space from semi-public and public spaces that creates a sense of ownership. Techniques that reduce the perception of areas as "ownerless" and, therefore, available for undesirable uses.

***Response: A CPTED Narrative has been provided with the resubmittal package.***

The following comments are provided for informational purposes at this time:

26. Prior to final PRD subdivision approval, the applicant shall submit to the city, for its approval, covenants, deed restrictions, homeowners' association bylaws, and/or other documents providing for preservation and maintenance of all common open space, parking areas, walkways, landscaping, signs, roads and community facilities at the cost of the property owners in the PRD consistent with MMC Section 22G.080.120. All common areas and facilities shall be continuously maintained at a minimum standard at least equal to that required by the city and shall be approved by the city at the time of initial occupancy.

***Response: Noted***

27. The applicant shall be required to obtain all necessary Federal, State and local permits for any critical area or buffer impacts prior to commencing construction. An HPA from WDFW will be required for any stream crossings. A culvert installed with the prior grading work may have been damaged and, if so, will be required to be replaced.

***Response: Noted***

28. Exterior lighting shall be part of the architectural concept. Lighting shall enhance the building design and adjoining landscaping. Appropriate lighting levels shall be provided in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas, in order to ensure safety and security; enhance and encourage evening activities; and provide a distinctive character to the area. New developments shall provide a lighting site plan which identifies lighting equipment, locations and standards, and implements the following design standards as required by LNMP, Appendix A, Section B.3 subsection(4)(c):
- All public areas shall be lighted with average minimum and maximum levels as follows:
  - Minimum (for low or non-pedestrian and vehicular traffic areas) of one-half foot candle
  - Moderate (for moderate or high-volume pedestrian areas) of one to two foot candles; and
  - Maximum (for high volume pedestrian areas and building entries) of four-foot candles.
  - Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.
  - Pedestrian-scale lighting (light fixtures no taller than 15 feet) is encouraged in areas with

high anticipated pedestrian activity. All fixtures over 15 feet in height shall be fitted with a full cut-off shield, be dark sky rated, and mounted no more than 25 feet above the ground with lower fixtures preferable so as to maintain a human scale. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

- Light levels at the property line should not exceed 0.1-foot candles (fc) adjacent to business properties, and 0.05 foot candles adjacent to residential properties.
- All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.
- Up lighting on trees and provisions for seasonal lighting are encouraged.
- Accent lighting on architectural and landscape features is encouraged to add interest and focal points.

***Response: Noted***

29. Decorative street lighting shall be provided where required by the City's Traffic Engineer Manager pursuant to LNMP, Appendix B, Section B.I, Decorative Street Lighting Standards.

***Response: Noted***

30. The project will be subject to Lakewood Neighborhood Master Plan, Appendix A - Design Standards.
- B.8 Maintenance or dedication of open space
  - B.II Fences

***Response: Noted***

31. Prior to beginning construction, the applicant shall prepare an arborist report for the project that evaluates any on-site trees that are proposed for retention that are within striking distance of project improvements, and any off-site or shared trees that are located along the common property line with Gissberg Twin Lakes Park. Said report shall be submitted to Snohomish County Parks, Recreation and Tourism for review. Documentation shall be submitted to the City demonstrating that Snohomish County Parks has reviewed the arborist report for the project, and concurs with the recommendations outlined in the report. During project construction, a certified arborist shall be required to monitor impacts to trees along the southern property line with Gissberg Twin Lakes Park; provide written confirmation from the Snohomish County Parks as to whether at risk' trees on their property can be protected, removed, or replaced; and what type of compensation will be required. Prior to a final plat approval, a certified arborist shall do a final evaluation of the trees that will be retained along the common property line and make a written recommendation to Snohomish County Parks in regards to the treatment of the treed areas.

***Response: Noted***

32. To provide the best protection for trees within the on-site critical areas and along the common property line with Gissberg Twin Lakes Park that may be impacted during the construction stage, the applicant shall install a temporary, five-foot high, orange clearing limits construction fence in a line generally corresponding to the drip line of any significant tree(s) to be retained. No construction will be permitted within the dripline of trees identified to be saved. All such fencing shall be installed and inspected by the Community Development Department prior to commencement of site work.

***Response: Noted***

33. All required landscaping, open space/recreational improvements, fencing, etc. shall be installed

prior to final plat approval.

***Response: Noted***

34. A landscape maintenance security shall be required for a minimum duration of two growing seasons (March through October). Invoices/receipts shall be submitted when the landscaping work is complete so that a security amount can be calculated. The security will be required to be on forms provided by the Community Development Department, and will be required to be submitted prior to final plat approval (see MMC Section 22C.120.060).

***Response: Noted***

35. A wetland maintenance security will be required pursuant to MMC Section 22E.010.160(2). The security shall be provided for a period of five years and monitoring reports shall be submitted per the schedule outlined in MMC Section 22E.010.160(2). Invoices/receipts shall be submitted when the mitigation work is complete so that a security amount can be calculated. The security will be required to be on forms provided by the Community Development Department, and will be required to be submitted prior to final plat approval (see MMC Section 22C. 120.060).

***Response: Noted***

36. The critical areas and associated buffers shall be placed in a separate tract (Native Growth Protection Area or NGPA tract) on which development is prohibited. The location and limitations associated with the critical area and its associated buffer shall be shown on the face of the deed or plat applicable to the property and shall be recorded with the Snohomish County Auditor as required by MMC Section 22E.010.350(2).

***Response: Noted***

37. Wetland fencing and signage shall be installed adjacent to the protected NGPA tract. Two-rail fencing shall be constructed with pressure treated posts and rails and cemented into the ground with either cedar or treated rails. Signs designating the presence of an environmentally sensitive area shall be posted along the buffer boundary at a minimum rate of one every 100 lineal feet (see MMC Section 22E.010.370).

***Response: Noted***

38. An Arlington Airport avigation easement will be required to be recorded prior to final plat approval.

***Response: Noted***

39. The following note will need to be included on the civil construction plans:

The Department of Archaeology and Historic Preservation's (DAHP) Inadvertent Discovery Plan shall be followed during site construction. If at any time during construction archaeological resources are observed on the project site, work shall be temporarily suspended at the location of discovery and a professional archaeologist should document and assess the discovery. The DAHP and all concerned tribes should be contacted for any issues involving Native American sites. If project activities expose human remains, either in the form of burials or isolated bones or teeth, or other mortuary items, work in that area should stopped immediately. Local law enforcement, DAHP, and affected tribes should be immediately contacted. No additional excavation should be undertaken until a process has

been agreed upon by these parties, and no exposed human remains should be *left* unattended.

**Response: Noted**

40. The project borders Snohomish County’s Gissberg Twin Lakes Park. The application has been routed to Snohomish County Parks and Recreation for review and comment. Any comments will be forwarded upon receipt. Comments often center around drainage impacts, park security, and protection of trees within the park.

**Response: Acknowledged. Note that County Parks have already responded through preapp review. The only comment they had was making sure we were not connecting any walkways or roads to the rear areas of the Twin Lakes Park.**

41. Pursuant to MMC Section 22G.120.270(2), all projects shall have all power lines, telephone wires, television cables, fire alarm systems and other communication wires, cables or lines placed in underground location either by direct burial or by means of conduit or ducts with the exception of the city fire alarm system. Please note that it is important to contact the appropriate utilities (i.e. PUD, Zippy, etc.) with an questions regarding process, timing, and cost.

**Response: Noted**

42. Any signage for the subdivision will need to comply with MMC Chapter 22C.160, *Signs*. Under MMC Section 22C.160.150, *Development Standards – Residential Zones*, one monument sign that is up to 32 square feet in area may be installed at the plat entrances. Said sign shall not exceed five (5) feet in height, shall be set back 10 feet from the property line, and shall comply with the design standards set forth in MMC Section 22C.160.170. Any proposed signage will require that a sign permit be obtained.

**Response: Noted**

43. The following are the school, traffic, and park impact fees for the proposed project. Please see Tom Kukitz’s comments for water, sewer, and stormwater fees:

| Impact Fee Type    | Impact Fee Rate                  | Vesting                       | Payment Due          |
|--------------------|----------------------------------|-------------------------------|----------------------|
| Traffic            | \$6,300.00 per PMPHT             | Complete Land Use Application | Prior to BP issuance |
| Parks              | \$1,570.00 per unit              | BP submittal                  | Prior to BP issuance |
| Schools (Lakewood) | \$3,566.00 per unit <sup>1</sup> | BP submittal                  | Prior to BP issuance |

<sup>1</sup> A school administration fee of \$50.00 per single family residence, or \$100.00 per multi-family building applies.

**Response: Noted**

44. Noise producing mechanical equipment such as fans, heat pumps, etc. must be located and/or shielded so that noise reaching the adjacent properties is less than 50 dBA. Equipment specifications must be provided with any mechanical permit submittal.

**Response: Noted**

45. Roof mounted mechanical equipment must be located and screened by a parapet, or other primary building element, so the equipment is not visible within 150 feet of the structure when viewed from the ground level of adjacent properties. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.

***Response: Noted***

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Department of Ecology  
Katelyn Piazza  
SEPA Coordinator

1. Under RCW 90.03.350, a Dam Safety construction permit is required for those dams or ponds which can impound a volume of 10 acre-feet or more of water or other liquids above ground level. The Marysville 10 Degrees development references the construction of infiltration facilities as part of this project, if the facilities includes a pond or ponds that can equal or exceed the above referenced criteria, you will need to apply for a dam construction permit. To determine if a Dam Safety construction permit is required for your project, the applicant must submit a set of construction plans

***Response: Acknowledged. Note that the main open retention pond at the southern end of the site is far less than 10 Acre feet of storage (currently designed to hold approximately 1.2 Acre-feet of live storage with an overall storage depth of about 1.2').***

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Marysville Fire Department  
David VanBeek  
Assistant Fire Marshal

1. The project shall comply with the current fire code requirements (2018 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.

***Response: Noted***

2. 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: Noted***

3. It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using IFC Appendix B, and depends upon building sizes, construction types, and sprinkler systems. Check with the city Public Works Dept. for water system information.

***Response: Noted***

4. The minimum required fire flow for hydrants protecting MF buildings is 1,500 gpm.

**Response: Noted**

5. The minimum required fire flow for hydrants protecting SF homes is 1,000 gpm.

**Response: Noted**

6. Fire hydrants shall be provided in approved locations. Fire hydrants on approved water main extensions are required within the site for this development. Provide water main extensions with hydrants along the new roadways at all road intersections, and in additional locations as needed to achieve maximum spacing allowed.

**Response: Noted**

7. Fire hydrants with approved water supply must be in service prior to building construction.

**Response: Noted**

8. 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: Noted**

9. Future townhomes to be constructed will require 13-D residential fire sprinkler installations.

**Response: Noted**

10. Where 13-D residential fire sprinklers are required, the developer should install a water service per Standard Plan 2-090-001 Full 'Z4" 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 3/4" water meter will suffice then all that is required is to install two reducer bushings with the 1/4" water meter. A single service tap should be used where sprinklers are required, not a double service installation.

**Response: Noted**

11. The single external access proposed for the development does not meet municipal code requirement for two separate access roads for developments exceeding 30 dwellings:  
*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.

**Response: 16<sup>4</sup><sup>th</sup> Street NE is now showing to be built out through the development. Assuming the completion of the Housing Hope Phase II development has been completed prior to completion of this project (currently in construction), two separate access points will be available to the site with the extension of 19<sup>th</sup> Ave from 30<sup>th</sup> Ave NE.**

12. The internal access planned appears adequate for fire apparatus. Access by 20' alleys and 28' wide roadways (50' ROW) is shown on the plan. Minimum 20 feet wide fire apparatus access roads are required- with minimum 26 feet wide fire apparatus access 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: Noted**

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

**Response: Noted**

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

**Response: Noted**

15. Access for firefighting operations along all sides of all buildings is required. A minimum 10' wide access is required for MF buildings, and 5 for SF homes.

**Response: Noted**

16. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 150' of a fire apparatus access roadway (within 200' allowed for sprinklered buildings).

**Response: Noted**

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Public Works  
Kim Bryant  
Water Operations Supervisor

1. All dead end lines require at a minimum a 2" blow off assembly per Design and Construction standards 2-120-001 and 2-120-002;

**Response: Noted**

2. No water details shown.

**Response: Water details to be provided with future construction plan review. For now, prelim plan set mainly includes horizontal locations of water improvements.**

Public Works  
Tom Kukitz  
Development Services Technician

Misc.

For utility record drawings, visit our website at [www.marysvillewa.gov/295/GISMaps](http://www.marysvillewa.gov/295/GISMaps) then click "Online Maps" in the center of the screen, then use the "Marysville WA Utilities" map to determine as built drawing numbers from the pop-up window by clicking on the asset, then contact the GIS Division at [cchang@marysvillewa.gov](mailto:cchang@marysvillewa.gov) to request drawings via email.

For water pressure and fire flow, contact Kim Bryant at 360-363-8163 or [kbryant@marysvillewa.gov](mailto:kbryant@marysvillewa.gov).

Submit civil plans to the Engineering Division for review. Contact [swhitney@marysvillewa.gov](mailto:swhitney@marysvillewa.gov) or [ksimon@marysvillewa.gov](mailto:ksimon@marysvillewa.gov) for submittal instructions.

***Response: Noted***

Liability Capital Improvement Fees

Capital utility fees for the proposed water meter are assessed in accordance with the attached rate sheet. The "City" rates will be applicable to this project.

***Response: Noted***

Recovery (Latecomer) Fees

No recovery fees are applicable to this project

***Response: Noted***

Utility Main Fees

Utility main fees are not applicable to this project.

***Response: Noted***

ULID/LID Fees

No ULID fees are applicable to this project. No LID fee is applicable to this project.

***Response: Noted***

Existing Well/Septic

Snohomish Health District records do not identify existing septic facilities at the site. WA State Dept. of Ecology (DoE) records identify existing well logs for the site. All well logs show wells registered with DoE have been decommissioned.

***Response: Noted***



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Public Works  
Shane Whitney  
Civil Plan Reviewer

1. Existing utilities:

- a. Sanitary sewer: The sewer within 156" Street that will need to be tied into is shown on record drawing S726.

***Response: Noted***

- b. Water: The waterline within 30<sup>th</sup> Ave. NE is shown on record drawing RD81. There is a current project that is extending 164<sup>th</sup> Street NE to this parcel and this project will be required to connect to that extension.

***Response: Noted***

- c. Storm: The storm drain system within 30<sup>th</sup> Ave. NE is shown on record drawing RD81.

***Response: Noted***

2. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project. Sanitary sewer and water mains will be required to be installed within the right-of-way for all the new City streets. Storm drainage facilities shall be provided for the new City roads.

***Response: Noted***

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.

- a. 19<sup>th</sup> Ave NE arterial roadway (from 156<sup>th</sup> ST NE or 30<sup>th</sup> Ave NE to northern property line):  
i. Cross-section shall consist of three lanes of traffic including two-way left turn lane with curb/gutter, landscape strip, multi-use path, sidewalk and street lighting.

***Response: Improvements shown accordingly. Note that it is our understanding that the City is agreeable to not having a center turn lane located in long stretches of roadway that don't contain any access points (and won't have in the future).***

- ii. Full ROW shall be constructed.

***Response: Noted***

- iii. 12' multi-use path shall be constructed along east side of roadway for full length of parcel and along 30<sup>th</sup> Ave. NE then connecting to 156<sup>th</sup> ST NE.

***Response: Noted***

- iv. Landscape strip and 5' sidewalk should be installed on west/south side of 19<sup>th</sup> Ave NE from "Road C" to 30<sup>th</sup> Ave NE.

***Response: Noted***

- v. Sidewalk is not desired/necessary on west side of 19<sup>th</sup> Ave NE from 169<sup>th</sup> PL NE to "Road C".

***Response: Noted***

- vi. 19<sup>th</sup> Ave NE & 164<sup>th</sup> ST NE Roundabout:
  - 1. Roundabout shall be constructed as part of subject development.

***Response: Noted***

- 2. Geometric layout of roundabout shall be reviewed in much greater detail by City as portion of next review.

***Response: Noted***

- vii. 19<sup>th</sup> Ave NE & 30<sup>th</sup> Ave NE Roundabout:
  - 1. Roundabout shall be constructed as part of subject development.

***Response: Noted***

- 2. Geometric layout of roundabout shall be reviewed in much greater detail by City as portion of next review

***Response: Noted***

- b. 164<sup>th</sup> ST NE
  - i. Planned arterial roadway shall not be allowed to encroach onto Snohomish County Parks property or existing mobile home park property.
    - 1. Full ROW width of such roadways including multiuse path and roundabout shall be located upon development parcel and/or proposed parcel for Twin Lakes Landing phase 2.

***Response: Noted***

- ii. Cross-section shall consist of three lanes of traffic including two-way left turn lane with curb/gutter, landscape strip, multi-use path (north side), sidewalk (southside) and street lighting.

***Response: Noted***

- iii. Coordination is necessary between subject projects and Twin Lakes Landing Phase 2 to the east which shall be constructing 164<sup>th</sup> ST NE extension with development.

***Response: Noted***

- iv. 12' multi-trail shall be constructed on north side of 164<sup>th</sup> ST NE roadway through parcel.

***Response: Noted***

4. Dedication Requirements:

- a. The new interior roadways will require a 50 foot dedication. This includes the eastern end of road F as well as Road I.

***Response: It is unknown why 50' internal plat ROW's would be needed at the end stubs of Road F and I when these road stubs only provide access to 2 to 3 units. Per recent response from planning, the City is agreeable to eliminate the new planter and sidewalk along the south side of the Road F stub adjacent to Lot 22 resulting in a total ROW of 40'. If necessary, ROW road stubs could be eliminated and revised to Auto Court stubs and result in very similar public road operations.***

- b. The alley ways require a 20 foot dedication.

***Response: Noted***

- c. 19<sup>th</sup> Ave. NE will have a varied dedication width.

***Response: Noted***

- d. 164<sup>th</sup> street dedication shall be wide enough to encompass the proposed roadway and sidewalks.

***Response: Noted***

5. Access:

- a. No direct lot access is permitted to either 19<sup>th</sup> Ave or the future 164<sup>th</sup> Street as they will be arterials. No access was shown onto these arterials.

***Response: Noted***

- b. Per EDDS 3-302, bullet 6: Where a property has frontage on more than one roadway, access will generally be limited to the lowest volume roadway where the impacts of a new access will be minimized.

***Response: Noted***

- c. The minimum width of a residential driveway is 12-feet and the maximum is 26- feet. Curb cuts for driveways shall be limited to a 20 foot maximum.

***Response: Noted***

- d. Per EDDS 3-302 bullet 5: A minimum corner clearance of 50 feet shall be maintained from the nearest edge of any access point to the edge of traveled way. When minimum corner clearances cannot be attained, the Engineer may require investigation to substantiate whether or not left turns should be prohibited into or out of the access point. See standard plan 3-301-001 dimension A.

***Response: Noted. Please let us know if there's any significant corner clearance issues to address.***

- e. The new roads shall be constructed to SP 3-218-001.

***Response: Noted***

- f. The alleys shall be situated and constructed in accordance with section 3-208 of the EDDS. Where they connect to a City street, they shall have a 20 foot radius.

***Response: Acknowledged. Note that section 3-208 does not specifically note that alley connections to public roads much have 20' radius returns at connection. Per response from Ken McIntye in the Public Works department, driveway cut entrances to alley ways are allowed and a preferred way to connect them to the PRD road system.***

6. 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 5,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington. The following changes shall be made to the drainage report in the next submittal.
    - It appears the majority of the roadway runoff will be infiltrated with a pond, the report appears to model a trench. Unless it's for the trench adjacent to road E, then in that case I did not see where there was modeling for the pond.

***Response: 19<sup>th</sup> Ave and 164<sup>th</sup> Street have been redesigned to drain to bioretention/infiltration areas located in the planter area adjacent to new 12' trail. Infiltration overflows to be installed and daylighted to existing ditches, wetlands and/or stream areas adjacent to new roads. Interior roads have been designed to drain to new large open pond area.***

- There was no information about how much frontage area was planned to be bypassed. Without more information we don't know if what is planned to be bypassed can be allowed.

***Response: With the exception of potentially some of the runoff from the new round-a-bout areas, all other portions of the 19<sup>th</sup> Ave and 164<sup>th</sup> Street improvements is planned to drain through bioretention and infiltration areas for water quality and flow control. Upon verification of needed round-a-bout designs by the City, we will look further into whether the drainage from the round-a-bout areas can be directed to water quality and flow control bmp's or whether it should be included as bypass for the project.***

- The runoff for 164<sup>th</sup> Street NE will need to be accounted for.

**Response: 164<sup>th</sup> Street has been designed to drain to bioretention/infiltration areas located in the planter area adjacent to new 12' trail. Infiltration overflows to be installed and daylighted to existing ditches along northerly edge of road.**

- The mounding analysis that was provided showed that mounding would be into the infiltration pond. The allowance for having less than 5 feet of separation must show that the pond will still function. Please clarify if I misunderstood what was provided.

**Response: Correct. Analysis previously showed mounding into the live storage portion of the pond but the mounding did not overtop the pond (live storage get's pushed into the 12" freeboard area but does not get to overflow elevation). As such, pond should still function as needed. Most jurisdictions are ok with this but is unknown whether the City of Marysville is also agreeable. Please let me know if this is acceptable to the City.**

- As we are coming into the wet season now, groundwater monitoring wells should be installed to ensure we have an accurate level for the seasonal water table.

**Response: Acknowledged. Ground water monitoring tubes are currently installed at the site for monitoring. Current data shows high groundwater at 3.8' to 4.0' depth located near the future large open pond area of the site but these depths could include recent fill imported to the site. Survey is currently being scheduled to locate tube locations to verify actual groundwater depths in relation to the sites vertical datum.**

- With the final design at time of civil plan submittal, a conveyance analysis will be required.

**Response: Acknowledged.**

- b. A geotechnical report was submitted. The geotech is to review the final construction plans.

**Response: Acknowledged.**

- c. The maximum allowed impervious surface coverage for the Zoning designation is 70%. Please clarify that the drainage report accounts for the lots being covered by 70% impervious coverage.

**Response: Each lot has been specified with a maximum amount of hardscape allowed per lot (less than or equal to 70%). If necessary, these maximum hardscape amounts can be provided on the final plat map in order to better enforce limits after construction. Refer to updated report for hardscape per lot specified.**

Standard Comments:

7. 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.**

8. 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.**

9. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC. In the residential zones abrupt grade changes next to adjacent parcels must be avoided, if retaining walls are constructed, they cannot exceed 4 feet in height and must be terraced.

**Response: Acknowledged.**

10. The alleys should meet separation requirements from other intersections. For the interior roads of this development they need to have a 150 foot separation from intersections. An engineering variance would be required for anything less than that. The 150 feet is measured from centerline to centerline.

**Response: It is our understanding that 150' intersection spacing between alleys and public roads isn't technically in your engineering standards. Regardless, alley intersections have reduced and adjusted as much as feasible to provide better turning and vehicle circulation through the site. Refer to separate intersection memo that described vehicle operations where intersection spacing at less than 150' has been shown. Please let us know if an engineering variance is still needed.**

11. 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.**

12. 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.**

13. 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.**

14. All civil construction plan submittals are to be routed directly to Shane Whitney, 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 = 1 week
  - iv. Subsequent reviews repeat the above schedule.

**Response: Acknowledged.**

15. 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.**

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Building  
John Dorcas  
Building Official

**Response: Full building design and submittal has not been conducted yet. All prelim building comments made are acknowledged and shall be taken into account with designing future buildings.**

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Public Works  
Brooke Ensor  
NPDES Coordinator

1. The City has adopted the 2012 Stormwater Management Manual for Western Washington, as amended in 2014 (2014 Manual), as our design standard. All projects must conform to these standards and use Low Impact Development techniques when feasible.

**Response: Acknowledged.**

2. If your project triggers Minimum Requirement #6 Runoff Treatment, please refer to Marysville Municipal Code section 14.15.050 for treatment type thresholds.

**Response: Acknowledged.**

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

**Response: Acknowledged.**

4. In this PRD configuration the facilities built to satisfy minimum requirements #6 Runoff Treatment and #7 Flow Control, on the combined open space/ stormwater tracts will be dedicated to the HOA. The City will receive an easement to maintain the stormwater infrastructure. The HOA will be responsible for maintaining landscaping

and any park amenities on the lots.

If the large infiltration pond does not have any open space or park amenities the tract can be dedicated to the City, with the HOA receiving an easement for exterior landscaping. This policy may be modified depending on facility design.

Infiltration trenches for individual units to satisfy minimum requirement 5 should be dedicated to private ownership or the HOA.

Stormwater tracts should be separated from NGPA tracts.

***Response: Acknowledged.***

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

***Response: Acknowledged.***

6. A small area of the existing infiltration trench in 30<sup>th</sup> Ave NE will be impacted by the construction of a roundabout. The impacted area must be restored or modified so the road still meets treatment and flow control standards without causing flooding.

***Response: Acknowledged. Upon additional information from the City on necessary round-a-bout designs for the 19<sup>th</sup> Ave/30<sup>th</sup> Ave road connection, we can further look at impacts to existing WQ and Flow control systems on 30<sup>th</sup> Ave. Note that we most likely will need to see all the original design calcs for this system to see how water quality and flow control designs were originally approached.***

7. The 19<sup>th</sup> Ave and 164<sup>th</sup> St round about and associated retaining wall cannot obstruct flow in the existing ditch system. Existing culvert ends need to be assessed for stability. A new culvert might be needed.

***Response: Acknowledged. A new culvert has been shown for the existing culvert replacement.***

8. The access points for the stormwater pond facilities need to be designated. Access should allow for ease of maintenance at inlet and outlet/overflow structures. Please verify the number of access points that will be allowed off of the new arterial with Planning and Development Services. Landscaping may need to be adjusted to ensure structures are vector accessible.

***Response: New pond access road shown with centerline alignment matching Road C access point.***

9. The plans show an existing pipe or ditch line that runs from TR987 at a diagonal through the site. This flow path isn't discussed in the downstream analysis but a bypass has been put in place. Please add a description of this system to the drainage report.

***Response: Description has been provided in the Upstream Analysis section of the report.***

10. Can the last leg of the stormwater bypass that discharges into wetland W, on TR



975 be removed? That last structure is inaccessible.

**Response: Structure removed and revised to be daylighted.**

11. Many of these lots are adjacent to wetlands. Do these lots need wall footing drains or French drains to bypass wetland overflow or ground water from the wetlands?

**Response: New walls around the perimeter of the site will have footing drains which should daylight at the base of the wall adjacent to wetland buffers. Not sure what is mean by bypassing wetland overflow.**

12. A geotech will need to verify that imported soils meet the design criteria for the infiltration facilities. The infiltration rates of the fill, on top of the native soil, should be evaluated (Engineering Design and Development standards, Chapter 4, Section 4-040, G. Special Provisions for Fill Use). Soil evaluations should be completed at each infiltration trench location as fill soils could vary across the site.

**Response: Acknowledged. Based on recent infiltration rate testing, the Geotech has preliminary determined that a 1.5 in/hr infiltration rate should be used for design. Assuming on-going grading activities on site add more fill to scattered areas that have already been tested, additional soil evaluations will be made in the future.**

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Traffic  
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. 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 TIA was submitted at 1<sup>st</sup> prelim review. A revised TIA memo has been included with the resubmittal package.**

- b. TIA should follow City guidelines to be provided.
  1. For Horizon Year Analysis, with planned roadway network and 156<sup>th</sup> ST NE Interchange construction assumed complete, existing traffic may be assumed to divert from 172<sup>nd</sup> ST NE east of 19<sup>th</sup> Ave NE (designation of 172<sup>nd</sup> St NE Interchange and south), south through Lakewood Neighborhood arterial roadways to 156<sup>th</sup> ST NE Interchange and south at rate of 25% diversion.
    - i. TIA shall account for re-distribution of traffic to how that LOS standards are met or,
    - b. Propose mitigation measure for the intersection of 172<sup>nd</sup> ST NE & 27<sup>th</sup> Ave NE to avert LOS F failure during Saturday peak.

**Response: A TIA was submitted at 1<sup>st</sup> prelim review. A revised TIA memo has been included with the resubmittal package.**

- c. Trip Distribution shall follow representations to be provided for neighboring areas developed based upon Comprehensive Plan Traffic Model to be provided.

**Response: A TIA was submitted at 1<sup>st</sup> prelim review. A revised TIA memo has been included with the resubmittal package.**

- d. TIA shall include full development of contiguous parcels including estimate of trip generation for commercially zoned portion of property.
  - i. TIA must include commercial development of southern portion of property.

**Response: A TIA was submitted at 1<sup>st</sup> prelim review. A revised TIA memo has been included with the resubmittal package.**

- 3. Per EDDS 3-506, street lighting will be required.
  - a. Street Lighting upon all arterial roadways within Lakewood sub-area shall including City owned decorative street lighting to match installations within the vicinity
    - i. This requirement shall include 19<sup>th</sup> Ave NE and 164<sup>th</sup> ST NE.
    - ii. Product shall be Lumen Renaissance series per City requirements.
    - iii. Contact myself at [jhannahs@marysvillewa.gov](mailto:jhannahs@marysvillewa.gov) for City specs, details, sample plans, etc.
    - iv. Full street lighting plans shall be required as part of civil construction plans including all design elements required of public agency owned street lighting design.

**Response: Acknowledged. Street light design to be provided in the future with full 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 shall be provided by the City for incorporation into PUD site electrical plans.
  - iv. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or [wehauveen@snopud.com](mailto:wehauveen@snopud.com) for more information regarding PUD street lighting.

**Response: Acknowledged. Street light design to be provided in the future with full construction plan review.**

- 4. Arterial roadway frontages shall be constructed including curb, gutter, sidewalk, landscape strip, street lighting, etc.
  - a. Both Ave NE arterial roadway (from 156<sup>th</sup> ST NE or 30<sup>th</sup> Ave NE to northern

property line):

- i. Cross-section shall consist of three lanes of traffic including two-way left turn lane with curb/gutter, landscape strip, multi-use path, sidewalk and street lighting.
- ii. Full ROW shall be constructed.
- iii. 12' multi-use path shall be constructed along east side of roadway for full length of parcel connecting to 156<sup>th</sup> ST NE.
- iv. Landscape strip and 5' sidewalk should be installed on west/south side of 19<sup>th</sup> Ave NE from "Road C" to 30<sup>th</sup> Ave NE.
- v. Sidewalk is not desired/necessary on west side of 19<sup>th</sup> Ave NE from 169<sup>th</sup> PL NE to "Road C".
- vi. Both Ave NE & 164<sup>th</sup> ST NE Roundabout:
  1. Roundabout shall be constructed as part of subject development.
  2. Geometric layout of roundabout shall be reviewed in much greater detail by City as portion of next review.
- vii. 19<sup>th</sup> Ave NE & 30<sup>th</sup> Ave NE Roundabout:
  1. Roundabout shall be constructed as part of subject development.
  2. Geometric layout of roundabout shall be reviewed in much greater detail by City as portion of next review.

***Response: Acknowledged. Refer to updated plans for revised road layout.***

- b. 164<sup>th</sup> ST NE:
  - i. Planned arterial roadway shall not be allowed to encroach onto Snohomish County Parks property or existing mobile home park property.
    1. Full ROW width of such roadways including multiuse path and roundabout shall be located upon development parcel and/or proposed parcel for Twin Lakes Landing phase 2.
  - ii. Cross-section shall consist of three lanes of traffic including two-way left turn lane with curb/gutter, landscape strip, multi-use path (north side), sidewalk (southside) and street lighting.
  - iii. Coordination is necessary between subject projects and Twin Lakes Landing Phase 2 to the east which shall be constructing 164<sup>th</sup> ST NE extension with development.
  - iv. 12' multi-trail shall be constructed on north side of 164<sup>th</sup> ST NE roadway through parcel.

***Response: Acknowledged. Note that there are existing or proposed access points between the Twin Lakes Landing Phase 2 project and the NW corner of the site. As such, the proposed road has been reduced to two lanes. Refer to updated plans for revised road layout.***

Pavement marking and signing plan shall be required for proposed roadways as part of civil construction plans.

- c. Pavement markings:
  - i. Shall be performed to the extent feasible to provide for ultimate roadway layouts.

***Response: Acknowledged.***

- b. signs:
  - i. Half streets will require no parking signs to be installed on both sides of roadway.
  - ii. Dead End signs shall be required upon necessary roadways.
  - iii. Street name signs shall be required at all intersection of public streets.
  - iv. Other signs likely to be required based upon roadway layout.

***Response: Acknowledged.***

- 5. Sight distance analysis shall be required for new Road intersections with existing roadways.

***Response: The only new road connection to existing for the project will be to connect 19<sup>th</sup> Ave to 30<sup>th</sup> Ave along with extending 164<sup>th</sup> St. further into the site. It is assumed analysis of these existing road connections is not necessary since one consists of just a road extension and the other consists of a road connection at mid-block with a round-a-bout. Sight Distance has been provided for the two new the two new road intersections to 19<sup>th</sup> Ave from the internal plat roads. Refer to the updated preliminary civil plan set. Let me know if additional interior road Sight Distance analysis is requested.***

Sincerely,

***LDC, Inc.***

*Jesse Jarrell*

Jesse Jarrell, PE  
Project Manager  
HQ Office