

July 18, 2022

City of Marysville
Planning and Development Services Department
80 Columbia Avenue
Marysville, WA 98270

**RE: Marysville 10 Degrees – RESPONSE TO 2nd COMPLETION LETTER
PA21-039**

Dear Reviewer,

Please refer to our responses below which address all review comments received from the City of Marysville on April 26, 2022 regarding the Marysville 10 Degree package. You will find the markup comments listed in the order that they were written followed by our response in *italics*.

Community Development Comments:

Angela Gemmer – 360.363.8240 – agemmer@marysvillewa.gov

1. Prior to issuing SEPA, a traffic concurrency recommendation must be issued by the Traffic Engineer Manager, 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. 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. A preliminary mitigation plan is needed prior to preliminary plat approval, and a final mitigation plan is needed prior to civil construction plan approval. The resubmittal letter indicates that "no new impacts to wetlands/streams or their associated buffers are being proposed. As such mitigation is not necessary." However, under the codes cited above, mitigation is required when "inadequate" buffers are present on-site (this includes existing conditions; the inadequate buffers don't have to be caused by the development); therefore, a mitigation plan for the critical areas buffers is required to be submitted.

Response: A mitigation plan has been provided with the resubmittal package from Wetland Resources addressing deterioration of the existing wetland buffer areas on site as noted in an email from Angela Gemmer dated April 29, 2022.

3. 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. Stream channels are a required deduction in the net project area calculation. Please reference the 'Net Project Area' definition in MMC Section 22A.020.150 for all areas which must be deducted, and amend the density calculation accordingly. Please also resolve any discrepancy between the 'Net Site Area' referenced under 'Landscape/Open Space Calculations' (shows 34.67 acres), and 'Project Information' (shows 34.54 acres) on Sheet PP- 01.

Response: Density calculation has been updated and matches what's being noted on the landscape plan. Net project area has been defined as gross area less public ROW dedications, less Open Detention Pond Tract and less on-site stream channels. Note that on-site stream channel area is not provided on updated drawings but calculates to approximately 12,354 sf. in area.

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

Street trees need to be provided along 19th Avenue NE. Recognizing the landscape island within right-of-way is a bioswale, can limited upland areas be provided (i.e. shorter bioswales) to enable the installation of street trees? If not, the bioswale should be moved to the 10 foot landscape buffer that is provided behind the townhomes and planted to satisfy both screening and rain garden requirements, and the landscape strip in the right-of-way should be converted to a landscape strip with street trees and sod. If a regional dry utility corridor is needed, it will likely need to be located along the west side of 19th Avenue NE to avoid conflicts with landscaping.

Response: Bioretention strips on 19th Ave and 164th St. have been revised to include small berm up areas spaced at approximately 40' on-center to allow for street trees to be installed.

Consistent with MMC Sections 22G.080.050(2)(i) and 22G.080.100, provide landscaping or fencing in the following areas:

- Between lot 23 and Tract 998 (ideally have along the east side of the pedestrian path to afford privacy to lot 23);

Response: Fence provided.

- Between lot 102 and Tract 984; and

Response: Fence provided.

- Between Tract 987 and lots 71 and 72.

Response: Fence provided.

The plans now provide 20 square feet of landscaping adjacent to the entry as required by LNMP Section B.3(8)(c). Since the sod in these areas is more limited, would it make more sense from a maintenance perspective to have these areas vegetated with shrubs and ground cover instead of the limited shrubs and sod?

Response: Supplemental landscaping consisting of limited shrubs, not held to the standards of LNMP Section B.3(8)(c), is shown between townhouse landscaping and sidewalk. Applicant shall provide shrubs and mulch to a depth of 2" shall be provided in all areas.

It appears that two large play structures, two small play structures, two picnic tables, and eight benches are proposed for the project. An adequate amount of amenities is provided. Most the play equipment is designed for small children. Recommend that an amenity for older children or teenagers (e.g. basketball, pickleball, etc.) be provided instead of one of the smaller play structures.

Response: Amenities include: 2 large play structures, 1 small play structure, 2 picnic tables, 7 benches, tetherball pole, pickleball court and sport court with basketball hoop.

5. The City's Parks, Culture and Recreation Department is in discussions with Snohomish County Parks regarding the City potentially assuming ownership or joint maintenance responsibilities for Gissberg Twin Lakes Park. In anticipation of this potential change, a trail connection will need to be provided. Please provide a trail connection from the northern Terminus of 'Road I' through Tract 985 to the eastern property line common with the park. In the event that the City's role in this park does not change, the trail connection can be eliminated.

Response: A future walking path connection and note have been shown on the revised drawings.

6. The on-site square footage of critical areas and critical area buffers appears to be undercounted on the site and landscape plans. Please amend the figures to include the area that will be a part of the property after the BLA.

Response: Critical areas and their buffers have been checked and have been updated. Note that the BLA line has been moved back to the previously proposed location which results in less property area and associated critical areas.

Fire District Comments:

David VanBeek – 360.363.8500

1. Fire sprinklers are required in all homes to mitigate deficient access.

Response: Sprinkler notes have been added to the prelim plat drawing set noting future needs.

2. Utility plans show proposed water mains and fire hydrant locations. Hydrant locations and spacing is deficient, with hydrants required at all intersections, and with maximum spacing of 300' for townhome areas and maximum 600' hydrant spacing SF home areas. All SF homes should be no further than 300' from a hydrant, including alley homes.

Response: Hydrant locations have been revised to be located at all main road intersections, 300' max spacing for townhomes and 600' max spacing for SFR's.

3. Additional fire hydrants are required to meet the location and spacing requirements.

Response: Hydrant locations have been revised to be located at all main road intersections, 300' max spacing for townhomes and 600' max spacing for SFR's.

4. No information about available fire flow is provided for the fire hydrants near this site. Minimum 1,500 gpm fire flow is required from hydrants. Provide fire flow test results.

Response: Acknowledged. Fire flow results provided with the resubmittal package.

Additional comments related to fire code compliance for this project are noted below:

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: Acknowledged.

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: Acknowledged.

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: Acknowledged.

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

Response: Acknowledged. A fire flow analysis has been provided with the resubmittal package.

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

Response: Acknowledged. A fire flow analysis has been provided with the resubmittal package.

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 for spacing allowed.

Response: Acknowledged.

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

Response: Acknowledged.

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: Acknowledged.

9. All townhome units and SF homes will require 13-D residential fire sprinkler installations.

Response: Acknowledged. Fire notes have been added to the prelim plat map set.

10. Where 13-D residential fire sprinklers are required the developer should install a water service per Standard Plan 2-090-001 Full ¾" x 1" Meter Service. Under this plan a 1" tap is made at the water main and 1" piping is run to the 1" meter setter. If in the end a ¾" water meter will suffice then all that is required is to install two reducer bushings with the ¾" water meter. A single service tap

should be used where sprinklers are required, not a double service installation.

Response: Acknowledged.

11. The internal access planned is inadequate for fire apparatus. Access to SF homes by 20' alleys/drives is shown on the plan. 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. Fire sprinklers are required in all homes to mitigate deficient access.

Response: Acknowledged. All SFR homes are planning to have 3rd story upper lids below the 30' height.

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

Response: Acknowledged. Fire notes added to prelim plat cover sheet. Striping and channelization plan to be provided with full construction plans.

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

Response: Acknowledged.

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

Response: Acknowledged.

15. 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: Acknowledged.

Civil Comments:

Shane Whitney – 360.651.5099 – swhitney@marysvillewa.gov.

1. Existing utilities:

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

Response: Acknowledged.

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

Response: Acknowledged.

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

Response: Acknowledged.

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: Acknowledged.

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. 19th Ave NE arterial roadway (from 156th ST NE or 30th 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. *Where the roadway is currently being shown necked down to 2 lanes, this appears to be acceptable. Some modification may be necessary and those comments will come during the civil plan review.*

Response: Acknowledged.

- ii. Full ROW shall be constructed.

Response: Acknowledged.

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

Response: Acknowledged.

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

Response: Acknowledged.

- v. Sidewalk is not desired/necessary on west side of 19th Ave NE from 164th PL NE to "Road C".

Response: Acknowledged.

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

Response: Acknowledged.

2. Geometric layout of roundabout shall be reviewed in much greater detail by the City during the civil plan review phase

Response: Acknowledged.

- vii. 19th Ave NE & 30th Ave NE Roundabout:
 1. Roundabout shall be constructed as part of subject development. *The*

note saying that the City will construct it shall be removed from the plans.

Response: Acknowledged. Note removed.

2. Geometric layout of roundabout shall be reviewed in much greater detail by the City in the civil review process.

Response: Acknowledged.

b. 164th 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: Acknowledged.

- 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: 164th has been shown as only a 2 lane road due to no planned future access connections to the new roadway

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

Response: Acknowledged.

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

Response: Acknowledged.

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: Per email dated July 13, 2022 around 9:02 am from Shane Whitney, the City is ok with reducing the ROW widths at these road ends.

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

Response: Acknowledged.

- c. 19th Ave. NE will have a varied dedication width.

Response: Acknowledged.

- d. 164th Street dedication shall be wide enough to encompass the proposed roadway and sidewalks.

Response: Acknowledged.

5. Access:

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

Response: Acknowledged.

- 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: Acknowledged.

- 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: Acknowledged. Note that all Alleys and Auto Courts have been revised to have at least a 25' wide connection to interior plat roads for emergency and large truck turning needs.

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

Response: Acknowledged.

- e. *Drive P and Q do not reflect what is to be an autocourt. It does not meet the spacing requirement from an arterial and is serving more than 6 homes. Where the access has been designed as anything other than a straight leg, we have allowed it to be constructed in a T shape with all lots accessing via the top end of the roadway. An engineering variance will be required to deviate from the standard. Prior to that occurring, a discussion should happen with the Assistant City Engineer to discuss a possible redesign of this access. I'm not sure it can be approved in the current configuration.*

Response: One townhome unit has been removed resulting in only 6 units accessing the roadway. Auto Court redesigned to eliminate hammerhead turnaround.

- 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. *We are aware that the EDDS does not currently have the radius call out in place, this is however the request we have from our Sanitation crews to make access better for the trash collection. As such we must have the radius installed.*

Response: Per Ken McIntyre direction, alley connections can remain curb cuts provided we can show 20' inside turning radius' can be achieved. All new curb cuts have been widened to at least 25' with additional 25' landing area width being provided behind sidewalks. This matches Snohomish County requirements for private road emergency access and landing requirements when connecting to non-arterial roads.

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.

Response: Acknowledged.

- *Please prepare a pre and post developed basin map in the next submittal.*

Response: Approximate existing basin break line has been added to the downstream analysis map which is Figure 4.0 located in section 3 appendix of the projects drainage report. Post development maps have been added to the drainage report and is location in the section 4 appendix.

- *It is not clear at this point that the interior roadways are all being routed directly to infiltration facilities without first receiving pretreatment. Please clarify, infiltration systems must have pretreatment from pollution generating surfaces.*

Response: Modular wetlands, or similar premanufactured type filter system, is planned to be used for pretreatment needs. Refer to updated drainage report for additional information.

- *With the updated groundwater info that will be provided, please detail that the bioswales are meeting the required separation levels.*

Response: Ground water levels interior of the site have been estimated based on winter monitoring of high ground water levels in the southern portion of the site (elevation of ~105.5'). Per Infiltration Feasibility Assessment report dated June 8, 2020 for the adjacent Twin Lakes Landing 2 Development, seasonal high ground water near the northeast portion of the 10 Degrees site was measured at about 2.39' below existing grade. Refer to updated 19th Ave and 164th St. profiles for updated ground water and proposed grade elevations.

- *Please provide the data for the groundwater monitoring in the next submittal.*

Response: Data for winter monitoring of high ground water levels in the southern portion of the site has been provided with the resubmittal package. Additionally, ground water measurements for the adjacent Twin Lakes Landing 2 Development have been provided with the resubmittal package for report titled Infiltration Feasibility Assessment report dated June 8, 2020. Per report, high groundwater near the northeast portion of the 10 Degrees site was measured at about 2.39' below existing grade.

- *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 and to inspect the stormwater facilities to ensure they function as designed.*

Response: Acknowledged.

- c. The maximum allowed impervious surface coverage for the Zoning designation is 70%.

Response: Acknowledged. Total impervious area delineated across all lots has been calculated at 11.57 Ac. Total area of lots calculates to 11.57 Ac. Based on this, impervious area across all lots totals 65.78%. Refer to note added to prelim plat cover page depicting this.

Other 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. Along roads F and I, the planter has been eliminated on one side of the roadway. For this to be considered, as this is a PRD, the request and justification must be made to the Planner for the project.

Response: Per email from Angela Gemmer dated June 14th, 2022, planning is ok with the reduction provided it's acceptable to Public Works. Per email dated July 13, 2022 around 9:02 am from Shane Whitney, it appears Public Works is ok with reducing the ROW widths at these road ends.

11. From stationing 23+30 to about 25+00 on 19th Ave, the planter has been reduced to 3 feet. This can be requested in the engineering variance application.

Response: Planter width has been increased to 5'. Note that in order to maintain a 70' ROW width in this area, a portion of the back of sidewalk has been placed in a proposed public easement. If this is not desired by the City, please let us know and we can either widen the public ROW width in this area or propose a 3' landscape width through an engineering variance application.

12. 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. I will provide the engineering variance application to the engineer. Be advised in the narrative if there is any benefit to the City that can be realized by granting the variance, that should be featured in the justification.

Response: Road D connection to Road B has been revised to match up with Road E. All other interior plat roads contain at least a 150' centerline separation. Per

conversation with the City, alley spacing is no longer an issue.

13. *As an informational note for final design, for the house infiltration trenches, we are now allowing for those to be setback as little as 5 feet from property lines but must remain 10 feet from structures.*

Response: Acknowledged.

14. 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.

15. 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.

16. 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.

17. *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.*

Review timing:

First review = 5 weeks

Second review = 3 weeks

Third review = 1 week

Subsequent reviews repeat the above schedule.

Response: Acknowledged.

18. 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.

Traffic Comments:

Jesse Hannahs – 360.363.8100

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: Acknowledged.

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

Response: Acknowledged.

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

Response: Acknowledged.

- 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: Acknowledged.

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 19th Ave NE and 164th ST NE.

Response: Acknowledged. Lighting plan to be provided with full civil plan set.

- ii. Product shall be Lumec Renaissance series per City requirements.

Response: Acknowledged.

- iii. Contact myself at jhannahs@marysvillewa.gov for City specs, details, sample plans, etc.

Response: Acknowledged.

- 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.

- 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.

Response: Acknowledged.

- ii. Spacing of fixtures should be approximately 180'-220'.

Response: Acknowledged.

- 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.

Response: Acknowledged.

- 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.

4. Arterial roadway frontages shall be constructed including curb, gutter, sidewalk, landscape strip, street lighting, etc.

Response:

- a. 19th Ave NE arterial roadway (from 156th ST NE or 30th Ave NE to northern property line):
 - i. Full ROW shall be constructed.

Response: Acknowledged.

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

Response: Acknowledged.

- iii. 19th Ave NE & 164th ST NE Roundabout:
 1. Roundabout shall be constructed as part of subject development.

Response: Acknowledged.

2. Geometric layout of roundabout shall be reviewed in much greater detail by City as portion of next review.
 - a. Design Vehicle Turning Templates shall be run through roundabout and provided as part of Plan review process.
 - i. Is proposed roundabout a compact with drivable center island or is center island to be landscaped?

Response: Acknowledged.

- b. Median islands:
 - i. Shall be installed on all approaches.

Response: Acknowledged.

1. Median island shall be added upon west leg of roundabout.

Response: It is assumed that this comment pertains to the east leg of the 164th roundabout as there's no future west leg. East leg of roundabout updated with prelim median island.

- ii. Proposed median islands appear much too small.

Response: Median Islands are to be fully designed and adjusted with the full construction plan review.

- c. Pedestrian crosswalks:
 - i. Crosswalk shall be provided across west leg of the roundabout including a pedestrian refuge island.

Response: It is assumed that the east leg is what needs the crosswalk and ped island as there's no sidewalk on the west side of the round-a-bout. Concept ADA ramps for crossing added to drawings.

- iv. 19th Ave NE & 30th Ave NE Roundabout:
 1. Roundabout shall be constructed as part of subject development.

Response: Acknowledged.

- a. All-way stop controlled intersection should not be considered given likelihood of significant LOS failure of such an all-way stop intersection.

Response: Acknowledged.

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

Response: Acknowledged.

- a. Design Vehicle Turning Templates shall be run through roundabout and provided as part of Plan review process.

Response: Acknowledged.

- i. Is proposed roundabout a compact with drivable center island or is center island to be landscaped?

Response: Prelim concept assumes a drivable center island.

- b. Median islands:
 - i. Shall be installed on all approaches.

Response: Acknowledged.

- ii. Proposed median islands appear much too small.

Response: Acknowledged.

- 1. Must be large enough to provide for pedestrian refuge.

Response: Acknowledged.

- c. Pedestrian crosswalks:
 - i. Crosswalk shall be provided across all legs of the roundabout.

Response: Acknowledged.

- 1. Given development frontage does not include west side of 30th Ave NE, design could include pedestrian refuge and locations for necessary curb ramps to be easily constructed in future.

Response: Acknowledged.

- b. 164th ST NE:
 - i. Planned arterial roadway shall not be allowed to encroach onto Snohomish County Parks property or existing mobile home park property.

Response: Acknowledged.

- 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: Acknowledged.

- 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: 164th has been shown as only a 2 lane road due to no planned future access connections to the new roadway and no other connection points needed across extension area.

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

Response: Acknowledged. We have consulted with the project engineer

for connectivity needs. Upon completion of the Twin Lakes Landing Phase 2 project, the new improvements are planned to be surveyed so the connection designs can be properly made.

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

Response: Acknowledged.

5. Alleys:

- a. Curb radius rather than 90 degree point should be included at each alley intersection to facilitate entry/exit by emergency, sanitation and larger vehicles.

Response: Per Ken McIntyre direction, alley connections can remain curb cuts provided we can show 20' inside turning radius' can be achieved. All new curb cuts have been widened to at least 25' with additional 25' landing area width being provided behind sidewalks. This matches Snohomish County requirements for private road emergency access and landing requirements when connecting to non-arterial roads.

- b. Per EDDS/Code, maximum alley length is 400'.
 - i. Drive L as proposed is 600' in length thus greater than allowable length.

Response: Drive L has been eliminated and replaced with multiple private road stubs at less than 150' in length.

- ii. Drive M length shall be provided as it appears to be at or just greater than 400'.

Response: As measured from face of curb from C to Road D, the alley length is approximately 371' in length.

- c. For alleys that curve, emergency/sanitation vehicle turning templates shall be provided to verify that such vehicles can navigate the alley including entry/exit from both directions.

Response: Vehicle turning template have been provided. Note that the template has been set up for right turning in and out of a typical alley way as this will be the most severe turn into the alleyways for medium size service vehicles (i.e. garbage truck). Also note that the 8' on-street parking area is to be provided on the single-family side of the internal road system providing additional separation for medium size vehicles turning in and out of the alleyways.

- d. Drive P/Q:
 - i. Lots 332 & 333 should be reoriented to access either Drive P or Road C.

Response: Lots 332 & 333 have been orientated to face Drive P.

- ii. Lot 125 will be severely challenged to exit driveway given orientation of shared driveway end.

Response: Previous Lot 125 unit has been eliminated.

6. Pavement marking and signing plan shall be required for proposed roadways as part of civil construction plans.
 - a. Pavement markings:
 - i. Intersection control:
 1. Intersections of 19th Ave NE & Road B and 19th Ave NE & Road C shall not be all-way stop controlled intersections.

Response: Acknowledged.

- a. 19th Ave NE shall be free flow.

Response: Acknowledged.

- b. Remove stop bars on 19th Ave NE.

Response: Stop bars have been removed

- ii. Marked crosswalks shall not be installed upon side street approaches to 19th Ave NE.
 1. Remove marked crosswalks at 19th Ave NE on Road B and Road C.

Response: Marked crosswalks have been removed.

- iii. Marked crosswalk with pedestrian refuge island shall be installed upon west leg of roundabout of 19th Ave NE & 164th ST NE.

Response: Acknowledged. It is assumed that the east leg is what needs the crosswalk and ped island as there's no sidewalk on the west side of the round-a-bout. New ADA ramps have been shown on the updated drawings. Additional detail to be provided during full civil plan review once full roundabout design has started.

- iv. Yield lines shall be installed upon all approaches to roundabouts.

Response: Acknowledged. Yield lines to specified during full construction review and associated roundabout design.

- b. Signs:
 - i. Alleys and roadways less than 24' in width will require no parking signs to be installed on both sides of roadway.

Response: Acknowledged. No parking striping notes added to prelim plat and prelim civil set cover sheets under Fire Notes.
 - ii. Parking restriction signs shall be placed upon both sides of all short dead end road stubs to facilitate ability for homeowners to turnaround, enter/exit driveways and provide for emergency and sanitation services.

Response: No parking striping and signs have been specified under the fire marshal notes located on the prelim plat map cover sheet.
 - iii. Given emergency and sanitation vehicle issues with entry/exit of alleys, parking

restrictions shall be placed on alley side of residential street 20' to either side of alley.

Response: No parking striping notes added to prelim plat cover sheet under Fire Notes specifying no parking with 20' of an alley or auto court connection to the interior plat roads.

- iv. Dead End signs shall be required upon necessary roadways.

Response: Acknowledged. Dead end sign notation to be added to future full construction plan drawing set.

- v. Street name signs shall be required at all intersection of public streets.

Response: Acknowledged. Street name sign notation to be added to future full construction plan drawing set.

- vi. Stop signs shall be required upon residential roadway approaches to 19th Ave NE.

Response: Acknowledged. Stop sign notation to be added to future full construction plan drawing set.

- vii. Each Dead End w/o turnaround shall be signed with Type IV Object markers (2) centered in each lane of apparently vehicle travel.

Response: Acknowledged. Dead end w/o turnaround sign notation to be added to future full construction plan drawing set.

- viii. Marked crosswalk across 19th Ave NE @ Road C shall require a rectangular Rapid Flashing beacon (RRFB) pedestrian actuated crossing system.

Response: Acknowledged. RRFB notation to be added to future full construction plan drawing set.

Traffic Comments:

Jesse Hannahs – 360.363.8100

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.

On June 30, 2022 the City will adopt the 2019 Stormwater Management Manual for Western Washington. If a formal application is submitted after that date please use the 2019 edition. Please note that the infiltration requirements have changed in this edition.

Response: Acknowledged. Not sure why this comment is being made as the preliminary plat application is a formal application which will typically dictate what drainage manual shall be used in project design.

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

Response: Acknowledged.

3. For commercial projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control will be required to record a covenant/easement for all of the facilities that will become privately owned and maintained (attached). A draft should be submitted with Civil Plan review documents. An online copy of this form can be found by visiting the City web site: <http://www.marysvillewa.gov/96/Community-Development> then clicking on "Permit applications, forms and fees" then "Engineering Services."

Response: Acknowledged. This is not a commercial project so comment is not needed

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

Response: Acknowledged.

Stormwater Covenant and Easement Comments:

1. For the Developer:
Does your Project trigger minimum requirements #6 Runoff Treatment, or #7 Flow Control AND the facility(ies) will be on private property?

Response: Yes.

2. If "no" then this covenant does not need to be recorded.
Otherwise, please complete the enclosed documents.

Response: Drainage covenants are typically outlined on final plat. Please let us know if this is not the case and additional documentation recording is needed.

Sincerely,
LDC, Inc.



Jesse Jarrell, PM
Project Manager
HQ Office