



MARYSVILLE
COMMUNITY
DEVELOPMENT

(360) 363-8100

Community
Development
80 Columbia Avenue
Marysville, WA 98270

August 12, 2022

Jesse Jarrell, P.E.
LDC, Inc.
20210 142nd Avenue NE
Woodinville, WA 98072

Re: Marysville 10 Degrees, 2703 156th Street NE (PA21-039)

Dear Jesse,

Thank you for your resubmittal. Upon third review of the above-referenced project, the Planning Division has the following comments/requirements. **Comments 1 through 4, will need to be addressed prior to the subdivision being scheduled for consideration by the Hearing Examiner:**

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 are resolved. The SEPA determination must be issued prior to scheduling the proposed plat and concurrent rezone for consideration by the Hearing Examiner.
2. Review and address the Traffic Impact Analysis (TIA) comments from Jesse Hannahs, P.E., Traffic Engineering Manager. Per his memo, mitigation to the intersection of 172nd Street NE and 27th Avenue NE, or revisions to the TIA will be required. Amending the roundabout design is strongly recommended at this time. Also, please amend the traffic offer to Snohomish County.
3. The roads have been renamed. There are now two roads named Road 'G'. Amend the plans to give one of the roads named 'Road G' a different name. It appears that the north-south 'Road G' was supposed to be 'Road H' since it's presented that way on Sheet UT-02. Depending on which 'Road G' is renamed, revisions should be made to Sheets: IDX-01, SP-02, UT-01, and the landscape plans which show the road names from the previous submittal.
4. 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 to show the gross acreage, each required deduction, and the net acreage. Presently the plan only shows gross acreage, access area deductions, and net acreage.**

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

5. The proposed phasing is subject to approval by Community Development and Public Works.
6. The following revisions to the landscape plan is needed prior to civil construction plan approval:
 - Additional details on the supplemental landscaping proposed for the 20 square feet of landscaping that is required in front of the townhouses will need to be provided.
 - The walking path/trail to the public park that will be located north of lot 85 within Tract 985.
7. The critical areas mitigation planting plan appears to generally comply with MMC Sections 22E.010.220(2) and 22E.010.100(3). **Prior to civil construction plan approval,** the following revisions or clarifications to the mitigation plan will be needed:
 - Inset 1 on Sheet 2 shows split rail fencing and Inset 3 shows NGPA signage. A standard detail on split rail fencing and NGPA signage is proposed. Insets 1 – 3 should be revised to show both split rail fencing and NGPA signage as required.
 - MMC Section 22E.010.220(2) and 22E.010.100(3) require shrubs five feet on center and trees 10 feet on center to be planted when buffer is inadequate. The plan that was submitted generally proposes this. Where only understory plantings are needed, a spacing of seven feet is proposed. Is this due to lesser shrubs being needed due to

1 Marysville 10 Degrees, third technical review comments (PA21-039)

existing vegetation? If there is not existing understory vegetation in this area to justify the greater spacing, it appears that the five foot spacing will need to be provided. Please amend or clarify as appropriate.

On Sheet 3 of 3, under 'Goals, Objectives, and Performance Standards', the performance standards differ from what is required by MMC Sections 22E.010.160(2)(c) and 22E.010.260(3)(c). Please amend the performance standards in these code sections.

Mitigation will also be required for any temporary or permanent wetland and stream impacts. Utility lines in wetlands or wetland buffers are subject to compliance with MMC Section 22E.010.100(9), and utilities through streams are subject to compliance with MMC Section 22E.010.220(8)(b). The utility crossing of the stream and a portion of the wetland buffer at the south end of the site, and the utility and road crossing of the ditch (which is presumed to be regulated) at the north end of the site, require compliance with the code sections cited above. It is anticipated that boring under the ditches/streams will be required. In addition, an HPA for the stream crossing and approvals from USACE and/or DOE for the ditch impacts, as necessary, are required prior to civil construction plan approval.

8. The civil construction plans will need to show the walking path/trail to the public park that will be located north of lot 85 within Tract 985.
9. The quantity of active open space provided appears to be acceptable. Prior to civil construction plan approval, it must be demonstrated that the active open space is of grade and surface suitable for recreation as required by MMC Section 22G.080.100(4)(a).
10. 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 the townhouses are subject to all of Section B.3. Where alley access is proposed, the front of the house needs to orient towards a public street or open space. Coordination is occurring on the single family elevations. Compliance with the applicable standards must be demonstrated prior to building permit issuance.
11. 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.



12. 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, lights, 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.

13. 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.
14. 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 nonpedestrian 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.
 - Uplighting on trees and provisions for seasonal lighting are encouraged.
 - Accent lighting on architectural and landscape features is encouraged to add interest and focal points.
15. Decorative street lighting shall be provided where required by the City's Traffic Engineer Manager pursuant to LNMP, Appendix B, Section B.1, *Decorative Street Lighting Standards*.
16. The project will be subject to *Lakewood Neighborhood Master Plan, Appendix A – Design Standards*.
 - *B.8 Maintenance or dedication of open space*
 - *B.11 Fences*
17. 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 common 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.
18. 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.
19. All required landscaping, open space/recreational improvements, mitigation plantings, fencing, etc. shall be installed prior to final plat approval.

20. 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).
21. 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).
22. 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).
23. 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).
24. An Arlington Airport avigation easement will be required to be recorded prior to final plat approval.
25. 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.

26. 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, Ziplly, etc.) with any questions regarding process, timing, and cost.**
27. 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.
28. 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	\$1,684.00 per unit	BP submittal	Prior to BP issuance
Schools (Lakewood)	\$3,566.00 per unit ¹	BP submittal	Prior to BP issuance

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

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.
29. 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.

Attached are other agency/department comments regarding this proposal. Please contact me at 360.363.8240 or agemmer@marysvillewa.gov if you have any questions.

Sincerely,

Angela Gemmer

Angela Gemmer, Principal Planner

CC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager



MEMORANDUM

TO: Angela Gemmer – Senior Planner

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

DATE: August 12, 2022 (revised August 15, 2022)

SUBJECT: PA 21-039 – Marysville 10 Degrees

I have reviewed the Site Plan for the proposed Marysville 10 Degrees Project west of Twin Lakes Blvd. and north of 156th ST NE and have the following comments:

- 1) Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.
- 2) A Traffic Impact Analysis (TIA) will be required.
 - a. 172nd ST NE (SR 528) Corridor Level of Service Standard is D.
 - b. As currently analyzed in TIA, intersection LOS for 172nd ST NE (SR 531) & 27th Ave NE does not meet concurrency standard of LOS D.
 - i. TIA as currently submitted would require mitigation at intersection to reduce Horizon Year LOS from E to D which would likely consist of either a dedicated eastbound right turn lane or an additional northbound right turn lane including signal modifications.
 - c. TIA Guidelines identifies that 25% of existing 172nd ST NE traffic to I-5 (principally SB I-5) can be assumed to divert from 172nd ST NE to 156th ST NE in Horizon Year.
 - i. LOS standard may be met by utilizing allowed diversion.
 - ii. 25% of trips identified to/from I-5 south of 172nd ST NE and to/from Smokey Point Blvd. south of 172nd ST NE may be assumed to divert to 156th ST NE in Horizon Year.
 1. Diversion should be spread out over 19th Ave NE, 23rd Ave NE and 27th Ave NE.
 - d. Update and submit full TIA for review.
 - i. Memorandum should be utilized for only minor clarifying updates of a TIA or to evaluate phased development TIA status during stages of construction.
- 3) Per EDDS 3-506, street lighting will be required as portion of civil construction plans.
 - 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.
 - ii. Product shall be Lumec Renaissance series per City requirements.

- iii. Contact myself at 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.
 - 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 wehaugen@snopud.com for more information regarding PUD street lighting.
- 4) Arterial roadway frontages shall be constructed including curb, gutter, sidewalk, landscape strip, street lighting, etc.
 - a. 19th Ave NE arterial roadway (from 156th ST NE or 30th Ave NE to northern property line):
 - i. 19th Ave NE & "Road C" crosswalk:
 - 1. Crosswalk at subject location across 19th Ave NE, given that 2035 forecast is for a PM Peak Hour volume of 1500 vehicles, should be installed with an RRFB pedestrian actuated beacon system.
 - ii. 19th Ave NE & 164th 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.
 - a. Design Vehicle Turning Templates shall be run through roundabout and provided as part of Plan review process.
 - i. Center island details shall be provided to clearly designate whether island is drivable or only have aprons where turning templates indicate necessity.
 - b. Median islands:
 - i. Shall be installed on all approaches.
 - 1. Median island shall be added upon east leg of roundabout and serve as pedestrian refuge with pedestrian pathway cut through island.
 - ii. Proposed median islands appear much too small.
 - c. Pedestrian crosswalks:
 - i. Crosswalk shall be provided across west leg of the roundabout including a pedestrian refuge island.

- iii. 19th Ave NE & 30th 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.
 - a. Design Vehicle Turning Templates shall be run through roundabout and provided as part of Plan review process.
 - i. Center island details shall be provided to clearly designate whether island is drivable or only have aprons where turning templates indicate necessity.
 - b. Median islands:
 - i. Shall be installed on all approaches.
 - ii. Proposed median islands appear much too small.
 - 1. Must be large enough to provide for pedestrian refuge on all legs.
 - c. Pedestrian crosswalks:
 - i. Crosswalk shall be provided across all legs of the roundabout.
 - 1. Given development frontage does not include east side of 30th Ave NE, design could include pedestrian refuge and locations for necessary curb ramps to be easily constructed in future.
 - 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.
 - 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 164th ST NE extension with development.
 - iv. 12' multi-trail shall be constructed on north side of 164th ST NE roadway through parcel.
- 5) Channelization and signing plan shall be required for proposed roadways as part of civil construction plans.
- a. Channelization:
 - i. Channelization Plan for all roadways including roundabouts shall be required.

- ii. Marked crosswalk with pedestrian refuge island shall be installed upon east leg of roundabout of 19th Ave NE & 164th ST NE.
 - iii. Yield lines shall be installed upon all approaches to roundabouts.
- b. Signs:
- i. Alleys and roadways less than 24' in width will require no parking signs to be installed on both sides of roadway.
 - ii. Parking restriction signs shall be placed upon both sides of all short dead end road stubs to facilitate ability for home owners to turnaround, enter/exit driveways and provide for emergency and sanitation services.
 - 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.
 - iv. Dead End signs shall be required upon necessary roadways.
 - v. Street name signs shall be required at all intersection of public streets.
 - vi. Stop signs shall be required upon residential roadway approaches to 19th Ave NE.
 - vii. Each Dead End w/o turnaround shall be signed with Type IV Object markers (2) centered in each lane of apparently vehicle travel.
 - viii. Marked crosswalk across 19th Ave NE @ Road C shall require a rectangular Rapid Flashing beacon (RRFB) pedestrian actuated crossing system.



PUBLIC WORKS DEPARTMENT
80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

MEMORANDUM

To: Angela Gemmer, Senior Planner

From: Shane Whitney, Civil Plan Reviewer

RE: Marysville 10 Degrees, File# PA21-039
335 Unit PRD
2703 156th Street NE & Parcel #'s 31052900303100 & 3102900303200

Date: 8/11/2022

The following comments are offered after review of the above referenced revised application. Some of these comments are repeated as they will not change through the life of the project. New comments or comments that have not been addressed yet will be in a ***bold italic*** font.

1. 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.
2. **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.
 - ii. Full ROW shall be constructed.
 - 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.
 - iv. Landscape strip and 5' sidewalk should be installed on west/south side of 19th Ave NE from "Road C" to 30th Ave NE.
 - v. Sidewalk is not desired/necessary on west side of 19th Ave NE from 164th PL NE to "Road C".
 - vi. 19th Ave NE & 164th 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 the City during the civil plan review phase
 - vii. 19th Ave NE & 30th Ave NE Roundabout:
 1. Geometric layout of roundabout shall be reviewed in much greater detail by the City in the civil review process.
 - 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.
 - 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 164th ST NE extension with development.
 - iv. 12' multi-trail shall be constructed on north side of 164th ST NE roadway through parcel.
3. **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.
 - b. 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.
 - c. The new roads shall be constructed to SP 3-218-001.
 - d. ***Where road D intersects Road C, I'm not sure that the intersection is meeting the design criteria of section 3-209 of the EDDS. Please verify.***
4. **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 project appears substantially compliant with applicable standards. Final approval of the design will occur with the civil plan approval process.***
 - With the final design at time of civil plan submittal, a conveyance analysis will be required.

Other Comments:

5. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.
6. 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.

7. 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.
8. From stationing 23+30 to about 25+00 on 19th Ave, the planter had been reduced to 3 feet. ***In reading the response, please provide additional right-of-way and keep the 5 foot planter. Public sidewalks shall not be located with an easement.***
9. 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.
10. 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.
11. 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
12. **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 = 3 weeks
 - iv. Subsequent reviews repeat the above schedule.
13. 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.

If you have additional questions regarding the above comments, please contact me at (360) 363-8227 or at swhitney@marysvillewa.gov.

cc: Ken McIntyre, PE, Assistant City Engineer



Marysville Fire District

YOUR RISK PREVENTION TEAM
1094 Cedar Avenue, Marysville WA 98270

Phone (360) 363-8500
Fax (360) 659-1382

To: Angela Gemmer, Senior Planner
From: Don McGhee, Assistant Fire Marshal
Date: August 8, 2022
Subject: PA21-039 Marysville 10 Degrees Townhomes 2703 156th St NE

I have completed a third review of the plans for this project proposing development of a 46-acre site for 335 lots, with 170 units/lots in townhomes and 165 lots with detached SF homes. Plans show townhome buildings along the 28' wide perimeter roads, and SF homes along the 20' wide interior drives/alleys. Developer comments state all SFRs will be below 30'. Fire sprinklers are required in all homes to mitigate deficient access.

Utility plans show proposed water mains and fire hydrant locations, hydrant spacing and placement appear adequate. Autocourt A is over the 150' maximum and is serving more than the 6 unit maximum.

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.
2. Autocourts are to be a maximum length of 150 feet unless an acceptable emergency vehicle turnaround is provided and designed so vehicles will not back onto public streets.
3. Autocourts can serve a maximum of 6 units.
4. 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.
5. All townhome units and SF homes will require 13-D residential fire sprinkler installations.
6. An adequate access route for fire apparatus must be in service prior to any building construction.
7. Suggest moving hydrant on road D just south of road G to the north side of road G on road D.
8. All alleys and autocourts should have adequate signage (NO PARKING) (FIRE LANE)

We Care About You!

From: Brooke Ensor
Sent: Monday, August 8, 2022 3:39 PM
To: Angela Gemmer
Cc: Matthew Eyer
Subject: PA21-039 Marysville 10 Degrees

There are no surface water comments for PA21-039 Marysville 10 Degrees at this time.

Thank you!

Brooke Ensor

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