

September 16, 2022

City of Marysville

RE: Marysville 10 Degrees Preliminary Plat – Response to Resubmittal Comments

Dear Reviewer,

Please refer to our responses below which address all review comments received from City of Marysville on August 12, 2022, regarding the Marysville 10 Degrees Preliminary Plat resubmittal package. You will find the markup comments listed in the order that they were written followed by our response in *italics*.

Planning Department Comments:

Angela Gemmer, Principal Planner

General Comments:

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.

Response: Acknowledged.

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.

Response: TIA has been updated and is included with the resubmittal package in addition to a new Snohomish County offer.

3. The roads have been renamed. There are now two roads named '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.

Response: Road naming has been updated.

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.**

Response: Additional density calculations have been added to the Site plan.

Traffic Engineering Manager Comments:

Jesse Hannah, 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. 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.

Response: TIA has been updated and is included with the resubmittal package in addition to a new Snohomish County offer.

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.

Response: Acknowledged.

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.

Response: Acknowledged.

- 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.

Response: Acknowledged.

Civil Plan Reviewer Comments:

Shane Whitney – Civil Plan Reviewer

- 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.

Response: Acknowledged.

- 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 overlay 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.

Response: Acknowledged.

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.***

Response: Acknowledged. We have looked through section 3-209 of the EDDS and am not seeing anything that may suggest the current design does not meet EDDS. Please be more specific if there's something particular that should be looked at.

4. **Drainage:** All projects in the city of Marysville must comply with requirements stipulated under 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.

Response: Acknowledged.

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.

Response: Acknowledged.

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.

Response: Acknowledged.

7. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 if 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.

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.**

Response: Additional ROW has been provided to retain new sidewalk within public ROW.

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.

Response: Acknowledged.

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.

Response: Acknowledged.

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

Response: Acknowledged.

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. Frist review = 5 weeks
 - ii. Second review = 3 weeks
 - iii. Third review = 3 weeks
 - iv. Subsequent reviews repeat the above schedule.

Response: Acknowledged.

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.

Response: Acknowledged.

Marysville Fire District Comments:

Don McGhee- 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: Acknowledged.

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.

Response: Autocourts have been designed with a maximum length of 150'.

3. Autocourts can serve a maximum of 6 units.

Response: It's out understanding that the City allows up to 8 units off of an Autocourt. Please let us know if that's not the case or if there's anything additional the City might need to allow for this.

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.

Response: Acknowledged.

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

Response: Acknowledged.

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

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Response: Acknowledged.

7. Suggest moving hydrant on road D just south of road G to the north side of road G on road D.

Response: Hydrant is to be relocated as suggested and will be reflected on the full civil plan set..

8. All alleys and autocourts should have adequate signage (NO PARKING) (FIRE LANE)

Response: Acknowledged.

Sincerely,
LDC, Inc.



Jesse Jarrell, PM
Project Manager
HQ Office