

October 29, 2024

Re: **Responses to Comments 2** –
Harborview Heights – Technical Review 2
SP23-007

To Whom It May Concern,

Responses to the comments from the Technical Review **2** resulted in minor changes to the Preliminary Short Plat and Preliminary Civil Plans. Responses/changes to specific comments are described in **[red]** below the applicable numbered comment(s).

City of Marysville Community Development – Planning Division

Emily Tsan, Planning Technician
360.363.8220
etsan@marysvillewa.gov

1. **TR1 Comment:** Show the following setback lines on the preliminary short plat map: Lot 1: Front yard 20ft

Rear yard 20ft

Side yard (52nd Ave) 10ft

Side yard (west) 5ft

Lot 2: Front yard 20ft

Rear yard 20ft

Side yards 5ft

TR1 Response: Setbacks are shown on the plat map.

TR2 Comment: Setback lines have not been provided on the preliminary short plat map.

[The setback lines provided on the previous submittal now have dimensions added. In addition, the setback dimensions diagram, previous on Sheet 1 has been moved to Sheet 2 (bottom, middle).]

2. **TR1 Comment:** Amend the preliminary short plat map to include the following:

Net project area calculations (see definition in MMC 22A.020.150)

Building Coverage calculations for lot 1

Impervious surface calculations for lot 1 (see definition in MMC 22A.020.100)

TR1 Response: Table has been included on the plat map.

TR2 Comment: Calculations for net project areas, building coverage and impervious surface coverage have not provided on preliminary short plat map.

[The requested calculations were provided. They have now been placed in a box.]

3. **TR1 Comment:** The applicant shall be required to submit a preliminary landscaping plan that includes the following: Provide a detailed planting plan of the proposed bioswales along 52nd Ave NE.

TR1 Response: A landscaping plan is included with the Civil Plans.

TR2 Comment: A detailed planting place of the proposed bioswales has not been provided.

[The bioswales from the initial submittal were replaced with curb, gutter & sidewalk (as preferred by City staff). Therefore, bioswales are no longer proposed.]

4. All subdivisions or short subdivisions shall have all necessary 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 and, with the exception of the city fire alarm system, providing service to each lot or potential building site in the plat. This excludes the existing overhead utilities for lot 1.

[Acknowledged]

City of Marysville Public Works – Development Services

Shane Whitney, Civil Plan Reviewer
360.363.8227 swhitney@marysvillewa.gov

Drainage

5. The supplied report generally meets compliance with applicable standards. Complete review will take place with the civil plan submittal.

[Acknowledged]

Standard Comments

6. On the supplied plans it shows a 4 inch side sewer to the new lot, in the civil submittal the City will require a 6 inch service from the main to the lot.

[Callouts showing 4 inch have been replaced with 6 inch.]

7. The plat map and the plans will need to show a 10-foot utilities easement within the property where the lots abut City right-of-way.

[A 10-foot utilities easement has been added adjacent to City right-of-way on both the plat map and civil plans.]

8. All civil construction plan submittals are to be completed through our online permit portal at the following link:
<https://permits.marysvillewa.gov/PermitApplication/confirmation.aspx> Once the submittal is complete, please email the permit tech's at msvlpermits@marysvillewa.gov

Review timing:

First review = 5 weeks

Second review = 3 weeks

Third review = 3 weeks

Subsequent reviews repeat the above schedule.

[Acknowledged]

City of Marysville Public Works – Development Services Jesse Hannahs, P.E. – Traffic Engineering Manager 360.363.8287 jhannahs@marysvillewa.gov

9. Given the low volume of expected trips a table of Trip Generation calculations has been provided below. Based on the proposed quantity of single-family houses, a full Traffic Impact Analysis (TIA) would not be required. The below chart will suffice as a Traffic Impact Fee (TIF) calculation.

PMPHT per single-family housing units	Detached Single-family housing units	PMPHT Generated	PMPHT credits for existing detached single-family unit
1.00 PMPHT	2 units	2.00 PMPHT	1.00 PMPHT

Marysville’s current TIF rate is \$6,300 per weekday PM peak hour commercial trip. The estimated PMPHT requiring mitigation is 1 PMPHT and will require a Traffic Impact Fee (TIF) of \$6,300. Note that the City is beginning an effort to update the Transportation Element of the Comprehensive Plan and related updates the TIF program. This rate is likely to change in 2024 or 2025.

[Acknowledged]

10. 61st ST NE Frontage Improvements shall be required:

- a) Fee in-lieu payment rather than construction of 61st ST NE frontage improvements would be supported given the length of frontage, disruption/diversion of existing multi-use trail and the complexity of operational ability of improvements due to short segment.
- b) Wired utilities along roadway shall be located underground (MMC 22G.090.710). Electrical wires shall be located in conduit.

[Acknowledged]

11. Per EDDS 3-506, street lighting will be required.

- a. Existing PUD street lighting in area upon 61st ST NE and 52nd Ave NE shall suffice for street lighting requirements.
 - i. Identify existing locations upon site plan within civil construction plans.

[Callouts have been added to street light shown on civil plans (3 locations).]

12. A channelization and signing plan may be required as part of civil construction plans.

[Acknowledged]