



June 30, 2014

City of Mill Creek
ATTN: Camille Chriest
15728 Main Street
Mill Creek, WA 98012
425-745-1891

Response to Comments for First Submittal

Re: Permit Number DWEL14-0048

Dear Camille:

I am pleased to submit the attached revised . The documents in this package have been revised in response to your letter dated May 15, 2014. The following is a list of review comments (plain text), along with a response (***bold italics***) which explains how each comment was addressed.

Preliminary plat approval requirements and conditions

City of Mill Creek Community Development Department

1. Under MCMC Section 16.12.040, you have requested several modifications.
1. Reduction in building setbacks. For the building setbacks, you only need to request the reduction in rear yard setbacks from 25 feet to 10 feet. The other setbacks are already allowed in the MDR zone.

Comment accepted.

2. Staff will not be supporting the requested rear yard setback reduction to 10 feet for Lots 12-16. The proposed 5-foot higher grade change for lots 12-16 will have a negative impact on the existing houses in the adjacent Wexford Court lots to the south of Crestview Village. To mitigate for that impact, staff will recommend a rear yard setback of 20 feet for those lots and a 6-foot high wood fence at the top of the retaining wall. Please evaluate the impact this will have on the building envelopes for lots 12-16; the lot configuration may need to be revised to accommodate the 20-foot rear yard setback. Also, is there a way to design the plat so the difference between the finished grade on the plat and the adjacent subdivision is minimized?

There is a large berm on the south property line, and the property drops to the south from the proposed road. In order for drainage to work, and for the lots to be flat, the back of lots 6-12 must be filled a few feet. But as I said, there is a berm on the property line..

2. The following changes need to be made to the preliminary plat map. A redlined copy is enclosed for your convenience:
 1. Show the rear yard setback modification request on the plat map.

Done.

2. Show all existing structures within 50 feet of the site.

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JUN 30 2014

CITY OF MILL CREEK

Done.

3. Show the zoning designations of the abutting properties.

Done.

4. Make other changes/ corrections as noted on the redlined plat map (attached).

Done.

3. The following changes need to be made to the landscape plan:

1. Tract 998 is proposed as an open space/recreation tract. The proposed plat is not within walking distance of any public park and is located on a busy arterial. To serve the recreation needs of the residents, please provide a recreational amenity in the open space tract. The amenity could be a picnic table and one or two benches, a small play structure, or some other amenity that increases the usability of the open space area.

Landscape Plan revised to include a recreational amenity.

2. The roadway buffer (Tract 999) needs to be landscaped for the full 50-foot width. Some grass area is acceptable but, the landscaping needs to be primarily trees and shrubs in order to achieve the visual screening and roadway noise reduction, which is the goal of the roadway buffer.

Landscape plan revised to more completely landscape the 50' buffer.

3. The Everett School District has provided a location for a student bus waiting area (see their comments below and attached). Please incorporate the waiting area into the landscape plan.

Waiting area added.

4. A deposit for the hearing examiner will be due once the SEPA determination has been made and the comment/appeal period has ended. Per Mill Creek Municipal Code Section 3.42.047, the deposit amount is \$1,000. The applicant will be directly billed for any cost of the hearing examiner that exceeds the deposit. A remaining balance, if any, will be refunded to the applicant.

Ok.

City of Mill Creek Public Works Department

The City engineer, Scott Smith, has provided comments regarding the proposal, which are included in the attached Memo dated May 13, 2014.

City of Mill Creek Police Department

The police Department does not have any comments at this time.

Washington State Department of Transportation (WSDOT)

The City received comments via email on May 6, 2014 (attached).

These comments are addressed in a memorandum from TenW.

Snohomish County Public Utility District (PUD)

The City received comments via regular mail on May 13, 2014 (attached).

Silver Lake Water and Sewer District

No comments received.

Snohomish County Public Works

The City received comments via email on May 2, 2014 (attached), indicating that the proposal will be subject to the county/city interlocal agreement for reciprocal traffic mitigation. The applicant must submit completed and signed offer forms (attached) to the County regarding traffic mitigation impacts.

The offer is signed and included in the submittal package.

Snohomish County Fire District No. 7

The City received comments via email on May 7, 2014 (attached). In addition, Captain Evan Adolf of Fire District No. 7 attended the TRC meeting.

Everett School District

The City received comments via email on May 5, 2014, indicating that school impact fees due for the project will be \$53,751.00 and indicating where the student bus waiting area needs to be located in the plat (attached).

Fees Noted, waiting area included in revised design.

Scott Smith, P.E., City Engineer

(Per letter dated May 13, 2014, addressed to Camille Chriest)

Following are Technical Review Committee meeting comments from the Public Works Department for the proposed Crestview Village Preliminary Plat (PP14-66). Please note that these comments are intended to address the major concerns discussed to date, based on the plans and information received. They are not to be interpreted as recommended Conditions of Approval, which will also include items not discussed in this memo.

Traffic

A traffic memorandum prepared by TENW, dated March 26, 2014, was included with the submittal. The following items will need to be addressed for SEPA determination and public hearing:

- In the SEPA checklist, references are made to a traffic study prepared by Gibson Traffic Consultants, not TENW.

SEPA Checklist Has been corrected

- Snohomish County has requested that a signed traffic mitigation offer worksheet be submitted for approval.

Offer is Signed.

- The proposed access point on SR 96 does not meet intersection spacing requirements as prescribed in the City Comprehensive Plan, Transportation Element Policy 3.03, and WAC 468

– 51/52. A discussion needs to be included about why a variance should be granted, along with planned future joint use of the access point with adjacent parcels.

See Memo from TENW.

- While the City has jurisdiction over the proposed access point location on SR 96, WSDOT will determine how it operates, either with full turn movements allowed or right-in, right-out only.

See Memo from TENW.

Drainage

A preliminary technical information report, prepared by SDA, dated April 1, 2014, was included with the submittal. The following items need to be addressed for the SEPA determination and public hearing:

- Throughout the report, references are made to the Snohomish County drainage system and 2010 County Drainage Manual. This is a City project under requirements of the 2005 DOE Manual only, and the County has no jurisdiction or ownership of the public infrastructure. Please correct all references to the appropriate agency and drainage manual.

Correction Made.

- The downstream analysis is incorrect, and the wrong infrastructure maps are used. If the vault is connection to the existing City (not County) drainage system on 132nd Street to the West, it drains down to an existing City pond on the corner of SR 96 and SR 527, which outfalls to the north to Fred Meyer shopping center. If the proposed development connects to the 132nd Street system to the east, it drains to the existing system on 25th Avenue SE. See attached City drainage maps.

Downstream analysis updated, I should note that the downstream for the site goes across to the fred meyer parking lot, then back to the south across SR 527 to the large wetland. See revised downstream analysis.

- The City has not adopted the 2012 DOE Manual or WWHM 2012 yet.

Report Corrected

- The estimated construction schedule in the SWPPP project summary is not realistic.

Report Corrected

- A discussion of the feasibility of Low Impact Development (LID) methods is required per MCMC section 16.04.020(B)3. Even though large scale infiltration is likely not possible with the soil and fill conditions, LID measures such as pervious driveways could reduce the size and cost of the underground vault.

A discussion is included in the revised drainage report.

Geotechnical

A geotechnical report has not been submitted. A discussion of the site soil conditions and the feasibility of infiltration will be needed for the LID analysis, and a study will be required in the future for the building permit associated with the buildings and detention vault.

A discussion is included in the revised drainage report, a geotech report is forthcoming.

Plans

The following items need to be addressed in a future submittal prior to the public hearing.

- On sheet C1.0, references are made to Gibson Traffic Consultants, not TENW.

Comment Accepted.

- On sheet C5.0, the driveway cut on SR 96 in Road-A section is only 20 feet wide with a 2-foot offset from the property line. Could the driveway be widened all the way to the property line for two 11-foot travel lanes?

We will construct it as close to the property line as possible.

- Please submit an Auto Turn (or equivalent) exhibit showing that the required turn radii of the fire district and/or a WB-40 design vehicle can be met on the entrance route.

Autoturn exhibit included.

- Show the temporary paved turnaround on lot 17 on the preliminary plat map. On sheet C4>0, the curb, planter strip and sidewalk on lot 17 should not be continued through the temporary turnaround until the future loop road is constructed. The turnaround area should not encroach past the curb on lot 16.

Turnaround included.

Evan Adolf, Capitan- Snohomish County Fire District 7

(Per letter dated May 07, 2014, addressed to Camille Chriest)

The following are the comments and concerns from the Fire District 7 for the project located at 2226 & 2304 132nd St SE, Mill Creek, WA 98012.

- Ensure all hydrants required for this site are equipped with 4" STORTZ adaptors.

OK.

- Ensure adequate fire flow/ hydrants. I cannot locate the symbol(s) for fire hydrants on the site plan given to the Fire District.

See preliminary civil plans.

- Ensure all roads in excess of 150' meet the requirements for emergency vehicle turn-arounds. The roadway does not show any turn-around for fire department apparatus.

If the development has a "planned" extension into future development, what assurance does the Fire District have that citizens will not be able to keep this road closed and not provide a proper turn-around area? (River Crossing)

See preliminary civil plans.

- Do not allow secondary egress windows from upper level rooms to be between structures with less than 10' building setbacks (firefighters cannot meet minimum climbing angles in these reduced setback developments). Place windows front and rear.

ok.

- Allow parking on one side of the road only.

ok.

- Prohibit any parking on the corners and clearly mark these curbed areas.

ok.

If you have any questions regarding this comment response, I can be reached at (425) 486-6533 x 111.

Sincerely,

SDA


Andrew Reaves