

PLANNING COMMISSION RESOLUTION NO. 93-29

A RESOLUTION OF THE CITY OF MILL CREEK)
PLANNING COMMISSION, RECOMMENDING)
APPROVAL TO THE CITY COUNCIL OF THE)
CITY OF MILL CREEK, WASHINGTON OF A) FINDINGS,
PRELIMINARY PLAT/PLANNED RESIDENTIAL) REASONS AND
DEVELOPMENT FOR A ONE HUNDRED AND) RECOMMENDATIONS
FIFTEEN (115) LOT RESIDENTIAL SUBDIVISION)
TO BE KNOWN AS "THE PARKS AT MILL)
CREEK." CASE FILE NUMBER PP 93-35.)

WHEREAS, Countrywood Homes, Inc. has submitted the appropriate information to the City of Mill Creek for consideration of a Preliminary Plat/Planned Residential Development for a one hundred and fifteen (115) lot single-family residential subdivision located south of Seattle Hill Road, west of 35th Avenue and east of the Highlands, Division IV, within the City of Mill Creek; and

WHEREAS, the City of Mill Creek's SEPA Official issued a Mitigated Determination of Non-Significance and Notice of Property Development Impact Mitigation, pursuant to RCW 43.21C, and Chapters 17.48 and 18.04 MCMC; and

WHEREAS, on June 2, 1993, a legal notice stating the time, place and purpose of the public hearing was published in the Everett Herald, and on May 28, 1993, was posted on the property pursuant to MCMC 17.36.040 and sent to surrounding property owners within 500 feet of the site in accordance with MCMC 17.36.040; and

WHEREAS, the Planning Commission duly convened a properly noticed public hearing on June 17, 1993, to consider the matter, took testimony and inquired into the facts of the proposal, and is now prepared to make findings and recommendations;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF MILL CREEK:

Section 1: The Planning Commission has considered the staff report, attached as Exhibit A, and the proposed preliminary plat, attached as Exhibit B, all incorporated herein, and the testimony and other facts elicited at the public hearing and finds that the proposed preliminary plat/planned residential development is consistent with the Mill Creek Comprehensive Plan and the Mill Creek Subdivision and Zoning Ordinances if conditioned to make appropriate provisions for the public health, safety and general welfare.

Section 2: The Planning Commission adopts the findings and recommendations as contained in Exhibit A, as they may be modified by the Planning Commission discussion and recommendation contained in Exhibit C, attached and incorporated herein.

Section 3: The Planning Commission, therefore, recommends to the City Council approval of a one hundred fifteen (115) lot preliminary plat/planned residential development for Countrywood Homes, Inc. as fully described and conditioned in Exhibit A, Exhibit B, and Exhibit C.

Done and Passed by majority vote, this seventeenth day of June 1993.

CITY OF MILL CREEK PLANNING COMMISSION


LAWRENCE SCHMIDT, CHAIRMAN


SECRETARY OF THE PLANNING COMMISSION

ATTACHMENT: Exhibit A - Staff Report
Exhibit B - Preliminary Plat Map
Exhibit C - Planning Commission Motion with Conditions

EXHIBIT A

**DEPARTMENT OF COMMUNITY DEVELOPMENT
STAFF REPORT
TO THE CITY OF MILL CREEK PLANNING COMMISSION**

PART I - SUMMARY INFORMATION

DATE: May 23, 1993

OWNER: Countrywood Homes
14410 Bel-Red Road
Bellevue, Washington 98007

REPRESENTATIVE: Subdivision Management, Inc.
16031 - 119th Place Northeast
Bothell, Washington 98011

REQUESTED ACTION: Planned Residential Development Preliminary Plat approval for a 115-lot subdivision to be developed with single-family detached residences.

LOCATION: The subject site is located south of Seattle Hill Road, west of 35th Avenue Southeast and east of the Highlands development within Section 5, Township 27 North, Range 5 East, W.M. Snohomish County.

SIZE: 33.71 acres

LEGAL DESCRIPTION: Refer to Attachment 1

COMPREHENSIVE PLAN DESIGNATION: Single Family Low Density - 4 Dwelling Units per Acre

ZONING DISTRICT: R 9600 - Residential Single Family

PART II - STATUTORY REQUIREMENTS

SEPA COMPLIANCE: The City's SEPA Official has determined that this proposal does not have a probable significant adverse impact on the environment.

SEPA COMPLIANCE CONTINUED:

Therefore, an environmental impact statement was not required under the provisions of RCW 43.21C.030(2)(C). However, City staff has identified certain elements of the environment that require mitigation pursuant to SEPA. On May 15, 1993 a Mitigated Determination of Non-Significance (MDNS) was issued for the proposed project with the following measures required to mitigate development impacts:

Elements of the Environment Impacted by This Action

1. EARTH:

Erosion could occur during the grading and excavation for roads and utilities. To mitigate the potential impacts resulting from these activities, the project proponent shall submit a temporary stormwater and erosion control plan for approval by the City Engineer. Said plan shall be approved before the issuance of any construction permits or commencement of site work including clearing and grading.

2. AIR:

Dust shall be controlled by watering areas of soil disturbance during construction.

To reduce impacts on air quality, all fireplaces shall be natural gas appliances, or pellet stoves or certified wood stoves shall be used in place of fireplace inserts.

3. WATER:

Future residential development will generate stormwater that may contain oil, fertilizers, and other potential pollutants. Runoff will be detained on site prior to release into off-site drainage courses. Stormwater treatment methods are required and shall be based on the Washington State Department of Ecology Stormwater Management Manual, Publication 92-32 Volume I and Publication 92-33 Volume II.

4. PLANTS:

Development of the plat will result in the loss of a large amount of the existing site vegetation. To mitigate for this loss, fifty-foot (50')

SEPA COMPLIANCE CONTINUED:

Plants Continued:

roadway buffers/cutting preserves shall be incorporated in the plat design along Seattle Road and 35th Avenue Southeast. In addition, twenty-foot (20') property buffers shall be provided on the interior portions of the plat; individual trees shall be preserved on individual lots as determined by the Department of Community Development; and an approved street tree planting program shall be implemented commensurate with house construction.

DEVELOPMENT IMPACT MITIGATION ORDINANCE:

Pursuant to the provisions of Chapter 17.48 Mill Creek Municipal Code (MCMC), a Notice of Property Development Impact Mitigation was issued by the City on May 15, 1993. The following measures were developed to mitigate the impacts of the proposal on City facilities:

1. TRANSPORTATION:

The proposed project will generate approximately 1,118 average weekday trips upon full development, with 85 trips in the a.m. peak hours and 116 trips in the p.m. peak hours. An Impact Mitigation Agreement between the applicant and the City shall be executed to mitigate direct traffic impacts on City facilities.

2. RECREATION:

Approval of the plat as proposed would allow the construction of 115 single-family residences with an estimated population of 331 people. This additional population will increase the demands on the City's recreation facilities and programs. In order to mitigate these impacts, an Impact Mitigation Agreement between the City and the applicant is required for proportionate share contribution to be used for the development of the public neighborhood parks to be located within the proposed plat.

INTERJURISDICTIONAL AGREEMENTS:

The City and Snohomish County have adopted an interlocal agreement and memorandum of understanding regarding joint review, comment and imposition of appropriate mitigation and conditions that affect the proposed project.

INTERJURISDICTIONAL AGREEMENTS CONTINUED:

Interlocal Transportation Agreement with Snohomish County

In 1991 the City and Snohomish County signed an interlocal transportation agreement that established the policies and procedures for the review of development impacts on interjurisdictional transportation systems. Under the terms of the agreement, each jurisdiction is to: 1) notify the other of developments occurring within specific geographical areas; 2) provide special studies or information related to specific development proposals; 3) recommend specific measures to be imposed to mitigate impacts on transportation facilities in the other jurisdiction.

Memorandum of Understanding with Snohomish County - East Neighborhood Annexation

The subject site is located within an area that was annexed to the City in 1992. Recognizing that future development in the annexation area would directly affect road and drainage facilities in the County, the City and Snohomish County signed a Memorandum of Understanding that identified the following items that would be addressed in a forthcoming interlocal agreement:

1. Establish a road section design for future improvements to 35th Avenue.
2. Grant the City authority over development in the area between the city limit line and the edge of the pavement within the County road right-of-way. This includes the authority to require full frontage improvements for new developments adjacent to 35th Avenue and dedication of the improvements to the County.
3. Allow Snohomish County to collect surface water utility revenues for the annexation area through 1994.
4. Enable the County to review and comment on stormwater management design plans for projects located in the annexation area.
5. Enable the City and the County to jointly pursue and apply for funding for future road improvements to 35th Avenue if adjoining road improvements by adjacent land developers do not occur in a timely manner.

INTERJURISDICTIONAL AGREEMENTS CONTINUED:

MOU with Snohomish County Continued:

In approving the East Neighborhood Annexation, the City did not include the right-of-way of 35th Avenue but set the city limit lines forty feet (40') west of the existing centerline. This line will be the new right-of-way of 35th Avenue as the road is widened.

COMMENTS RECEIVED FROM INTERESTED AGENCIES:

The following is a summary of the relevant comments received:

Snohomish County Public Works:

Pursuant to the 1991 Interlocal Transportation Agreement, the Snohomish County Public Works Department has reviewed the proposed project and supporting documents including the project traffic study and has recommended the specific measures to mitigate project impacts on the County road system. These measures include dedication of right-of-way, construction of frontage improvements and payment of mitigation fees.

Snohomish County Department of Community Development:

In accordance with the provisions of the Memorandum of Understanding for the East Neighborhood Annexation, a preliminary stormwater runoff report, calculations and preliminary plan have been reviewed by the County's Department of Community Development. The City has received the County's comments and the relevant recommendations will be included in detailed engineering plans. In addition, the County will be provided with an opportunity to review and comment on the final design plans.

Washington State Department of Transportation (WSDOT):

The traffic study for the proposed project has been reviewed by WSDOT. They have requested that the developer contribute to the State's S.R. 527 widening project for the highway sections between 208th Street Southeast and 164th Street Southeast.

Alderwood Water District:

1. Public water and sanitary service are available at the eastern boundaries of the Highlands development.

COMMENTS RECEIVED FROM INTERESTED AGENCIES CONTINUED:

Alderwood Water District Continued:

2. The developer is responsible for extending sewer and water service throughout the plat in accordance with the District's design standards.
3. The District has the capacity to serve the proposed plat with sanitary sewer service and water.

Community Transit

1. Community Transit staff has indicated the need for two (2) transit stops adjacent to the proposed plat. One would be located near the proposed plat entrance onto Seattle Hill Road, and the other near the intersection of the proposed 159th Street Southeast and 35th Avenue Southeast.
2. A pedestrian connection between Lot 21 and Tract P in Division II (detention pond) should also be provided to shorten the distance from the interior of the plat to the walkways and transit stop located on 35th Avenue Southeast.

Everett School District

1. The Everett School District has indicated that the approval of the proposed plat will have an impact on District facilities. In their response letter, the District recommends that the City seek a voluntary contribution agreement between the applicant and the District to mitigate the impacts in lieu of dedication of land for school facilities.
2. In order to provide safe access for students, the District has also recommended that waiting areas and pedestrian pathways to school bus pickup points be provided along 35th Avenue.

Washington State Department of Ecology

The Department of Ecology comments were primarily suggested conditions for controlling erosion and runoff and protecting water quality. Some comments are condensed versions of existing state laws while others are standard construction site practices normally required by the City.

NOTICE:

According to Section 17.36.040 MCMC, notice of the public hearing was mailed to property owners of record within 500 feet of the proposed project on May 28, 1993, published in the Everett Herald on June 2, 1993 and the property was posted in three places on May 28, 1993.

PART III - BACKGROUND INFORMATION

HISTORY:

The subject site is located in the City's Interim Urban Growth Area that was adopted as part of the Comprehensive Plan in January 1992. The site was annexed to the City in December 1992 as part of the East Neighborhood Annexation. A zoning classification of RC 2.5 was applied to the property at the time of annexation. The property was reclassified to R-9600, Residential Single Family in February 1993, as part of the city-wide rezone to implement the land-use map of the Comprehensive Plan.

**EXISTING SITE
CHARACTERISTICS:**

The project area comprises two separate sites south of Seattle Hill Road located between 35th Avenue Southeast and the Highlands development. The northern portion, Division I, is approximately 16.70 acres and the southern site, Division II, is approximately 17 acres in size. Both sites are largely undeveloped and topography is generally flat.

Like much of the land in the City, the soils are the Alderwood series. The Soil Conservation Service (SCS) has classified the soils as Alderwood Gravely Sandy Loam 2-5% slope. This soil type has slight to moderate limitations for residential development primarily due to septic tank drain field suitability resulting from poor drainage and seasonal wetness and the need for foundation drainage for buildings and crawl spaces.

Since the proposed plat will be served by public sewers, the limitation for septic tank drain fields is not applicable. The requirement for foundation drainage is made by the City Building Official at the time of construction of the future residences.

VEGETATION:

The subject site is best described as heavily forested. There are two areas with particularly thick stands of trees (please refer to Attachment 3). One area is located in Division I between the western border of the site and the proposed cul-de-sac of 33rd Avenue Southeast. This is a mixed evergreen and deciduous forest with Cedar and Alder being the predominant tree species. The

VEGETATION CONTINUED:

second heavily forested area exists in Division II from the western boundary of the site to 35th Avenue including much of the neighborhood park site (Tract G) south to the project boundary. This is also a mixed evergreen and deciduous forest with Cedar and Alder being the predominant species. Other species in this area include fir and hemlock.

Except for the open areas described below, the balance of the site is moderately forested with a mixture of evergreen and deciduous trees. While Alder and Cedar are the dominant species, fir, pine maple and cottonwood are also present in the forested areas.

There are two significant open areas within the proposed plat. One is located on the northern portion of Division II and extends from 35th Avenue to the border with the Highlands development. This area is currently an open grass field and is proposed to be developed with two rows of lots, a cul-de-sac and a portion of the neighborhood park. For a point of reference, the area is lots 1-5 and 33-50 in Division II. The other major open area is located in Division I south of Seattle Hill Road and is currently a livestock pasture. Refer to lots 1-4 and 58-63 in Division I.

LAND USE:

The subject site, is for the most part, undeveloped. Based on the census conducted by the City subsequent to the annexation of the area in 1992, there are three occupied residences located on the subject site. In addition to the residences the site contains a number of outbuildings, many of which are accessory to the existing residences.

Surrounding land uses are as follows:

Division I

To north are three residences and numerous outbuildings on large parcel ownerships. To the east is 35th Avenue and east of the road is an area of heavy forest approximately 200-400 feet deep.

The property to the south that separates Divisions I and II, is approximately seven acres in size, and has two occupied single-family dwellings.

To the west are three more large parcels containing three single family residences.

LAND USE CONTINUED:

Division II

To the west of the proposed plat is Division IV of the Highlands development, which is now completely built out. Eleven lots in the Highlands are contiguous with the western boundary of the subject site.

To the south are three large parcel ownerships containing two single-family homes, and a small daycare center. The balance of the property is undeveloped.

A 3.2 acre parcel with a single-family residence and barn is located in the area adjacent to 35th Avenue and between the two access roads to this Division.

The property to the east across 35th Avenue is sparsely developed with single-family residences on large lots.

UTILITIES:

The subject site is located within the service area of the Alderwood Water District. Water service is located along the northern boundary of the subject site along Seattle Hill Road and along the western boundary of the site, within the Highlands development at the east end of Highlands Boulevard and 162nd Place Southeast. A sewer main located at the end of 162nd Place Southeast in the Highlands development (please refer to Attachment 4). Electrical service will be provided by Snohomish County PUD and natural gas service by Washington Natural Gas.

FIRE PROTECTION:

Fire protection, suppression and emergency medical service will be provided by Fire District No. 7.

**SUBDIVISION PROCESS
AND DESIGN:**

As mentioned previously, the project proponent has applied for the preliminary plat under the provisions of Section 16.12 MCMC, the provisions of the subdivision ordinance governing planned residential development. The PRD process is intended as an alternate form of development to allow more flexibility while retaining significant natural features or providing public and private amenities. Under this process, many of the zoning and subdivision dimensional and bulk standards may be modified except for street setbacks on exterior streets, surveying standards, permitted uses and

SUBDIVISION PROCESS AND DESIGN CONTINUED:

Process Continued:

the engineering and design standards for public improvements. (This process was also used in the neighboring developments of the Highlands and the Springs.)

The applicant has requested the following modifications as allowed by the PRD regulations:

1. Modification of the minimum lot size of 9600 square feet to an averaging method.
2. Reduction of the required setbacks on individual lots.
3. Modification of the lot width requirements from sixty feet measured at the street to sixty feet measured at the front setback line.
4. An increase in the allowable length of a cul-de-sac from 1,000 lineal feet to 1,500 lineal feet.

SUBDIVISION DESIGN:

General Description

As mentioned previously, the proposed plat is being developed in two divisions which would be separated by seven (7) acres not owned by the applicant. A total of 115 lots is proposed in the two divisions. The proposed plat has been designed as a distinct neighborhood to be connected with the Highlands development by a pedestrian pathway. The gross density of the plat is 3.42 units per acre consistent with the Comprehensive Plan.

In order to plan for future development, the applicant was directed by the City to provide a schematic lot and circulation plan for the entire East Neighborhood Annexation area. The conceptual lots and roads are represented by dashed lines and the proposed plat is delineated by the darker solid lines.

Lot Layout

■ Division I

This 16 acre division has frontage on both Seattle Hill Road and 35th Avenue Southeast. It contains 63 lots which range in size from 6,300 to 12,246 square feet. The lots are aligned along the north/south interior road taking direct

SUBDIVISION PROCESS AND DESIGN CONTINUED:

Subdivision Design Continued:

access from Seattle Hill Road, within two cul-de-sacs and along an east/west road providing access to the cul-de-sacs.

None of the proposed lots border existing platted properties. The adjacent properties are currently in large parcel ownerships and are generally undeveloped.

Consistent with the Comprehensive Plan and subdivision and zoning regulations, fifty-foot (50') roadway buffers/cutting preserves are provided in separate tracts between Seattle Hill Road and 35th Avenue and the proposed lots. Other open space in this division includes a 26,550 square foot tract (Tract D) that will comprise a portion of a future, public neighborhood park and a private open space tract (Tract C), which will provide a pedestrian walkway that will link the interior of this plat with Seattle Hill Road. Total open space in this division comprises 2.16 acres. Please note that as future development occurs on adjacent property, the size of the neighborhood park is planned to be increased by an additional acre.

■ Division II

This division is located between 35th Avenue Southeast and Division IV of the Highlands. It is 17 acres in size and is proposed to be divided into 52 lots ranging in size from 6,000 to 10,000 square feet. Similar to Division I, the smaller lots will be developed on the interior portions of the division. The lots in this division primarily front on the two (2) interior roads that provide access from 35th Avenue and along a north/south road (32nd Avenue Southeast) that will ultimately provide a link with other properties in the area as they develop. A neighborhood park site (Tract G) is located between the two north/south roads in the center of the division and is bound by 15 lots.

The proposed plat has been designed so that the lots on the western boundary are compatible with the adjacent lots in the Highlands. The size range of the proposed lots is 8,125 to 10,000 square feet and the existing lots in the Highlands range in size from 8,250 to 13,048 square feet. Similar to the Highlands, there will be a property buffer (tree preservation easement) on the rear twenty feet of the proposed lots.

SUBDIVISION PROCESS AND DESIGN CONTINUED:

Subdivision Design Continued:

Tract G, which will be dedicated to the City for development of a neighborhood park, is 3.31 acres in size. Other open spaces include roadway buffers/cutting preserves adjacent to 35th Avenue comprising a total of 27,200 square feet.

Access and Circulation

As mentioned above, a master circulation plan for the entire East Neighborhood south of Seattle Hill Road has been prepared. This plan will be used as a guide for all future development in the area. Certain streets in the current proposal will temporarily dead end; however, it is acknowledged by both the applicant and the City that they will be connected to contiguous properties in the future.

■ Division I

Vehicle access to this division will be from Seattle Hill Road. This entrance will serve as one of the two "formal" entrances into the development. The access road, 32nd Avenue Southeast, will run north/south to the southern boundary of the division. It is intersected by the future 155th Place Southeast, which has an east/west alignment and provides access to two cul-de-sacs. In addition to the future road connection at the southern boundary of the division, the proposed design includes future connections to properties to the east and to the west.

Pedestrian access will be provided by public sidewalks on the internal streets, as well as connection with the public sidewalks on Seattle Hill Road. In addition, a pedestrian pathway is planned for Tract C to provide a future linkage to Seattle Hill Road at such time as the property to the west is developed.

■ Division II

Access to this division will be from two points on 35th Avenue. The two access streets are proposed to connect to form a looped system. According to the overall circulation plan, two short streets are proposed to dead end at adjacent properties in order to provide access to future development(s) located within the East Neighborhood Annexation area. No public street connections with the public streets in the Highlands are proposed.

SUBDIVISION PROCESS AND DESIGN CONTINUED:

Access and Circulation Continued:

Similar to Division I, sidewalks will be constructed on both sides of the interior streets and a pedestrian pathway/sidewalk for use by the public will be developed in the cutting preserve along 35th Avenue Southeast. Other pedestrian facilities include a pedestrian pathway, which can be used by emergency vehicles, providing linkage with the Highlands development (Tract M) and a pedestrian pathway into the neighborhood park from 35th Avenue Southeast (Tract G).

Utilities

Sanitary sewer and water service is currently located on the northern and western boundaries of the site. The project proponent will be required to extend the utilities throughout both divisions.

Stormwater runoff for Division I will be collected in the streets, conveyed to an open detention pond (Tract P) where settling of particulates will occur. It will then have a measured release into drainage facilities along 35th Avenue and follow existing drainage courses. The runoff from development in Division II will be addressed in a similar manner, except that the runoff will be collected and detained in an underground vault (Tract Q) and released into grass lined biofiltration ditches along the west side of 35th Avenue.

Open Space

As discussed previously, the proposed plat is designed to provide both private and public open space. The majority of the open space is contained in the two tracts that will be dedicated to the City for neighborhood park purposes. Other open space will take the form of roadway buffers/cutting preserves along Seattle Hill Road and 35th Avenue. The combined open space is 6.53 acres.

CONSISTENCY WITH THE MILL CREEK COMPREHENSIVE PLAN:

The proposed plat has been reviewed for consistency with the Mill Creek Comprehensive Plan. Since the plan is by its nature "comprehensive" or a broad policy document, staff has focused on the applicable policies that either have direct influence on the

CONSISTENCY WITH THE MILL CREEK COMPREHENSIVE PLAN CONTINUED:

design of this project or are geographically specific to the request. In this section, the policies are identified by element, summarized and a brief response is provided with regard to the project relationship to the policy.

LAND USE ELEMENT

Policy 1.03 - Continuation of residential development patterns.

The proposed plat continues the existing residential development patterns in the City, since it is a low density development located in a defined residential neighborhood area away from the higher density development located in the core area.

Policy 1.07 - Directs that four (4) dwelling units per acre should be the predominate density in single-family neighborhoods.

The proposed plat is located in the East Neighborhood, which is designated four (4) dwelling units per acre in the Comprehensive Plan. The gross density of the proposal is 3.4 units per acre.

Policy 1.10 - References compatibility with existing development in the East Neighborhood.

The site design is consistent the adjacent developments to the west. The plat provides for future circulation, provides land for public parks and private open spaces, has adequate vehicular and pedestrian circulation and uses a planned residential development approach similar to the adjacent developments.

Policy 1.12 - Parks, open space and linkage with existing development.

The proposed plat provides both public and private open space and trail connections to the existing developments through a series of walkways and sidewalks.

Policy 1.13 - Access to new development by collector or arterial streets.

The new development is served by two arterial streets, Seattle Hill Road and 35th Avenue, with no direct vehicle access through any residential neighborhoods.

Policy 1.14 - Requires landscaped buffers and greenways along arterials.

The proposed plat includes fifty-foot (50') roadway buffers/cutting preserves along both Seattle Hill Road and 35th Avenue. The width of the proposed buffers is consistent with the

CONSISTENCY WITH THE MILL CREEK COMPREHENSIVE PLAN CONTINUED:

Policy 1.14 Continued:

Streetscape Element of the Comprehensive Plan; however, additional landscaping may be required.

Policy 1.15 - Peripheral buffers around residential developments.

In addition to the roadway buffers/cutting preserves, the proposed plat also incorporates other buffers in the form of an open space tract and property buffers abutting the Highlands and other adjacent properties.

Policy 1.16 - New developments are to be planned as identifiable neighborhoods.

The proposed plat has been designed to achieve an identifiable neighborhood by incorporating the following elements: two (2) primary or formal entrances, two (2) neighborhood park sites, a compatible mix of lot sizes, and a master circulation and open space plan.

Policy 1.17 - Compatibility with adjacent developments.

The proposed plat is similar to the adjacent development of the Highlands since both areas have the same zoning, R-9600, the PRD process has been used for both developments, the range of lot sizes and densities is similar and the overall plat layouts are similar.

COMMUNITY FACILITIES AND UTILITIES ELEMENT

Policies 1.01 & 1.03 - Sewer and water capacity. The subject site can be served by public water and sewer. The Alderwood Water District has indicated that there is sufficient capacity to serve this development and the developer will be responsible for extending the lines and mains throughout the site.

Policy 4.01 - Stormwater management - protecting water quality.

Although the final engineering designs for the stormwater system are not normally reviewed at this juncture, the SEPA requirements and Memorandum of Understanding with Snohomish County require compliance with the Department of Ecology Stormwater Manuals, designed to protect water quality. In addition, the preliminary design incorporates a detention pond for settling and grass-lined biofiltration ditches along 35th Avenue.

CONSISTENCY WITH THE MILL CREEK COMPREHENSIVE PLAN CONTINUED:

Policy 6.01 - School mitigation. The applicant has agreed to mitigate school impacts as requested by the Everett School District (refer to Attachment 5).

TRANSPORTATION ELEMENT

Policies 2.01 & 2.02 - Pedestrian and bicycle travel, location of facilities. Public sidewalks will be provided on both sides of the internal streets. In addition, pedestrian pathways linking the sidewalk system with other public sidewalks or pedestrian pathways and existing developments are proposed.

Roadway Capacity Policies

Policy 3.01 - Traffic impacts. The proposed project does not introduce traffic into any existing residential divisions. A master circulation plan has been proposed for the proposed plat and future development in the area. The developer will also be responsible for constructing full frontage improvements along 35th Avenue consistent with the roadway design plans agreed to by the City and Snohomish County.

Policy 3.03 - Roadway Access. The access for the site has been evaluated and there is no direct residential access onto the arterials serving the subject site. All internal access is to residential streets.

Transit Policies

Policies 4.01 & 4.03 - Location of transit facilities and transit friendly land developments. Community Transit has reviewed the proposed plat, and their recommendations for transit stops and access will be incorporated into the conditions of approval as appropriate.

STREETSCAPE ELEMENT

Polices 1.02 & 3.01 - Location and width of landscape buffers/cutting preserves. The proposed project has frontage on two arterials subject to the streetscape standards of the plan. Consistent with those standards, fifty-foot (50') roadway buffers/cutting preserves have been included in the project design along both the arterial frontages.

CONSISTENCY WITH THE MILL CREEK COMPREHENSIVE PLAN CONTINUED:

ENVIRONMENTAL FEATURES ELEMENT

Environmental Policies 1.02 & 1.03 - Control and treatment of stormwater runoff. The project applicant will be required to provide stormwater runoff facilities that provide both detention, controlled release and water quality treatment through the use of settling ponds, biofiltration, and oil/water separators.

Aesthetic Value Policies 4.02, 4.03, 4.05 & 4.06 - Preservation of natural vegetation. The proposed plat will result in the removal of a significant amount of native vegetation. As mentioned above, the design incorporates roadway buffers/cutting preserves and property buffers in an effort to maintain some existing stands of trees and native vegetation. In addition, there should be an opportunity to save more trees in the areas to be dedicated to the City for parks, and through the requirement for tree preservation plans for individual lots. In addition, a street tree planting program is recommended to meet the intent of the policy.

PARKS AND OPENS SPACE ELEMENT

Policy 1.02 - Linking public and private trail systems. As mentioned previously, the design of the proposed plat includes a series of open space tracts that can accommodate pedestrian pathways and link the subject plat with adjacent developments, the City sidewalk system and provide convenient non-motorized access to the future parks and existing facilities such as Highlands and Heron Parks.

Policy 5.02 - Park land acquisition and dedication. Dedication of the two proposed neighborhood park sites was a condition of the annexation. In addition to providing the land for the parks, staff has determined that the payment of proportionate share mitigation consistent with adopted formulas is required to further mitigate the impacts of this residential development.

The parks and open space plan map designates neighborhood park facilities in this area. The proposed plat is consistent with this designation.

In summary, staff has reviewed the applicable policies of the Comprehensive Plan. Based on this review, we find the proposed

CONSISTENCY WITH THE MILL CREEK COMPREHENSIVE PLAN CONTINUED:

project complies with the applicable policies or that the policies provide further direction in the development of the conditions of approval. Also, the transportation map in the plan is contrary to the policies regarding the creation of distinct identifiable neighborhoods, and precluding additional traffic from having access through existing neighborhoods. If the preliminary plat is approved as designed, the transportation map should be amended through the Growth Management Act revision process.

CONSISTENCY WITH SUBDIVISION REGULATIONS:

The subdivision of property in the City is governed by Title 16 MCMC. This application is also being processed under the provisions of the planned area development section of the subdivision regulations (Chapter 16.12), which allows modification of zoning and subdivision requirements with certain limitations and conditions. The following section evaluates the proposed plat with the seven (7) criteria for reviewing and approving preliminary plats are found in MCMC Sections 16.18.010(c) and 16.12.

Subdivision Review Criteria

1. The preliminary subdivision and binding site plan meets the requirements and intent of the MCMC and adopted City plans.

Comment:

The gross density that is allowed for the development of single-family homes within the East Neighborhood Annexation area, as designated on the land use map of the Comprehensive Plan, is four (4) units per acre. The gross density of the proposed plat is 3.4 units per acre. The proponents have chosen the PRD process and among the modifications sought is a reduction in the minimum lot size. The average lot area of the proposed project is 7,822 square feet.

Also, the proposed plat is located adjacent to the Highlands subdivision, which was also developed under the provisions of the PRD regulations. The lot layout, size, and design of the proposed plat with neighborhood park facilities and open space tracts is similar to the adjacent properties.

CONSISTENCY WITH SUBDIVISION REGULATIONS CONTINUED:

Subdivision Review Criteria Continued:

2. The proposed plat makes adequate provisions for open space, drainage ways, streets and other public ways, water supply, sanitary wastes, parks, playgrounds, sites for schools, and school grounds.

Comment:

The streets and pedestrian ways within the proposed development comply with the standards required by the City Engineer. Open space will be provided through the roadway buffers/cutting preserves, dedication of neighborhood park sites, and private open space tracts. The applicants have agreed to mitigate their recreational impacts through the payment of park impact fees to be used for development/construction of the neighborhood parks. Utilities are available with sufficient capacity to serve the site and the final drainage plans will be reviewed for adequacy in managing projected off-site flows. Contributions will be required to mitigate proportionate share impacts on City streets.

In addition to mitigating impacts on public facilities within the City, the applicant will also contribute proportionate share impact mitigation to Washington State Department of Transportation and Snohomish County for road and transportation impacts and to the Everett School District for impacts on the school facilities.

3. The subdivision or development is beneficial to the public health, safety, and welfare and is in the public interest.

Comment:

The execution of mitigation agreements with the proponent will include dedication of two neighborhood park sites, contributions for the development of the two parks and improvements to the City road system. In addition, the applicant will grant a pedestrian access easement in the roadway buffers/cutting preserves along 35th Avenue, for pedestrian access along 35th Avenue.

Since the proposal is a planned residential development, it has been evaluated consistent with the following provisions of Chapter 16.12 MCMC - Planned Area Development.

CONSISTENCY WITH SUBDIVISION REGULATIONS CONTINUED:

Subdivision Review Criteria Continued:

4. Section 16.12.030, requires that a planned residential development must be located on a minimum lot size of 4.9 acres.

Comment:

The subject site contains 33.71 acres.

5. Section 16.12.040, directs that certain bulk regulations may be modified in a planned residential development.

Comment:

The requested modifications include a reduction in the minimum lot size from 9,600 square feet and reduction of the required yard setbacks from twenty (20) feet to ten (10) feet. These requested modifications, are consistent with those allowed under said section.

While the setback and lot width standards may be reduced, the applicant must comply with the 35% lot coverage requirement. Thus, the modification of setbacks allows more flexibility in the location of houses on the lots but not more coverage by structures.

6. Section 16.12.050, indicates that the number of dwelling units in a PRD may be 120% of the permitted density of the zone district. This section also establishes a formula for computing the allowable density determined by establishing a net development area that accounts for the unbuildable lands and the internal road systems.

Comment:

Based on the density calculation formula, the subject site could be developed with 123 residential lots. The proposed project has 115 lots.

CONSISTENCY WITH SUBDIVISION REGULATIONS CONTINUED:

Subdivision Review Criteria Continued:

7. Section 16.12.060, directs that 20% of the net development area in a PRD, must be established as open space and community recreation facilities.

Comment:

Based on the formula contained in the PRD regulations, approximately 5.42 acres of open space is required for this development. The applicants are proposing to provide 6.53 acres of open space. The two park sites contain 3.9 acres, and the balance of the open space is located in the roadway buffers/cutting preserves.

FINDINGS AND CONCLUSIONS:

Having viewed the property and reviewed the application and supporting materials, staff makes the following findings and conclusions:

1. The request is for the approval of a preliminary plat/planned residential development for 115 lots to be developed with single-family residences.
2. The proposed plat would be developed in two separate divisions. Division I with 63 lots and Division II with 52 lots.
3. Access to the proposed plat would be from two (2) arterial streets. A single entrance on Seattle Hill Road would serve Division I and two entrances on 35th Avenue provide access to Division II.
4. The proposed project has been reviewed under the provisions of the State Environmental Policy Act (SEPA) and Chapter 17.48 MCMC, the Development Impact Mitigation Ordinance. This review has revealed that there will be an impact on the City street system, parks, and public school facilities that require mitigation.

In accordance with the Mitigated Determination of Non-Significance and Notice of Property Development Impact Mitigation issued by the responsible official on May 15, 1993, impact mitigation agreements will be required to mitigate the identified impacts.

FINDINGS AND CONCLUSIONS CONTINUED:

5. The proposed plat is also subject to an Interlocal Transportation Agreement between the City of Mill Creek and Snohomish County for the review and mitigation of development impacts on the County road system.
6. The City has received Snohomish County's comments pursuant to the Interlocal Transportation Agreement and SEPA, along with a request for the requirement of contributions to mitigate the specific impacts occurring from this development.
7. The Everett School District has requested that the applicant contribute fees in lieu of land dedication to mitigate the development impacts on District facilities.
8. The Washington State Department of Transportation has requested mitigation for planned improvement of S.R. 527.
9. In a letter dated June 3, 1993, the applicants agreed to comply with the mitigation requests of Snohomish County and the Everett School District and the Washington State Department of Transportation.
10. The applicant has agreed to provide mitigation as requested by Snohomish County, Washington State Department of Transportation and the Everett School District.
11. The subject site is located in an area that was annexed to the City in 1992. A condition of the annexation was the dedication of at least three (3) acres of land for public park purposes.
12. The proposed plat includes 3.9 acres of land to be dedicated to the City for park purposes.
13. The City of Mill Creek and Snohomish County executed a Memorandum of Understanding specifically for the East Neighborhood Annexation that establishes items to be addressed in a forthcoming interlocal agreement. While the 35th Avenue right-of-way was not annexed, the City was given the authority, within the Memorandum of Understanding, over the County right-of-way adjacent to the proposed plat.

FINDINGS AND CONCLUSIONS CONTINUED:

14. The applicant is required to provide full width right-of-way improvements to 35th Avenue within the County right-of-way in accordance with the Memorandum of Understanding. The applicant is also required to dedicate additional right-of-way as appropriate to provide a full forty-foot right-of-way measured west from the centerline of 35th Avenue (refer to Attachment 6).

15. The proposed plat is located within an R-9600 Residential Single Family Zone District. By using the Planned Residential Development process, the setback lots and lot width requirements of the district may be modified.

16. The plat as described conforms to the provisions of the planned residential development section of the Mill Creek Subdivision Ordinance.

17. The proposed plat is compatible with regard to residential use, lot design, open space, provision of public facilities, and property buffers that exist in adjacent developments.

18. The proposed plat has been reviewed and found consistent with the applicable policies and land use map of the City of Mill Creek Comprehensive Plan.

19. If approved subject to the conditions recommended below, the proposed plat will be consistent with the requirements of Title 16 MCMC, Plats and Subdivisions.

20. The statutory requirements for environmental review and public notification have been duly satisfied.

RECOMMENDATIONS:

Based on the foregoing information, findings and conclusions, staff recommends to the Planning Commission, approval of the proposed preliminary plat/planned residential development subject to the following conditions.

1. Development shall occur as portrayed on the preliminary plat map attached as Exhibit B, except as may be modified by conditions imposed by the Planning Commission.

2. The maximum number of building lots shall be 115. Construction shall be limited to one single-family detached residence per lot.

RECOMMENDATIONS CONTINUED:

3. There shall be a homeowners association, which will be responsible for the maintenance of the common tracts and all privately owned facilities including landscape islands and medians.
4. Water and sewer facilities shall be designed and installed in accordance with the requirements of the Alderwood water District.
5. Stormwater management plans shall be submitted for review and approval by the City Engineer. The plans shall be prepared by a licensed engineer and incorporate stormwater treatment methods based on the Washington State Department of Ecology Stormwater Management Manual, Publication 92-32 Volume I and Publication 92-33 Volume II.

The stormwater management plans shall at a minimum include the following:

Division I

- A two (2) cell detention pond to provide both siltation settling and volume storage.
- Drain lines to be installed within the 35th Avenue right-of-way to accommodate future development runoff.

Division II

- The detention vault located south of Division II shall be designed with sufficient volume capacity to accommodate future full development of surrounding properties. The specific volumes shall be determined by the City Engineer.
- There shall be grass lined drainage swales located within the 35th Avenue right-of-way adjacent to the project frontage and extending south of the proposed detention vault. The precise size, design and length shall be reviewed and approved by the City Engineer with review and comment by Snohomish County.

In accordance with the Memorandum of Understanding with Snohomish County dated October 26, 1992, the County will be provided with an opportunity to review and comment on the stormwater plans prior to final approval by the City Engineer.

Oil\water separators shall be installed in all catch basins in both divisions.

RECOMMENDATIONS CONTINUED:

6. The applicant shall construct full width frontage improvements on 35th Avenue Southeast in accordance with the design standards agreed upon by the City and Snohomish County. Additional right-of-way shall be dedicated to Snohomish County to provide a forty-foot right-of-way measured west of the centerline of the existing right-of-way. The road section shall be dedicated to Snohomish County.

7. In accordance with the design standards for the 35th Avenue improvements, the applicant shall construct pedestrian pathways within the roadway buffers/cutting preserves designated on Exhibit B as Tracts E, F, H and I. The pathways shall be located within an easement allowing public use and access. The applicant shall be responsible for constructing the pathway in accordance with the specifications and standards established by the City Engineer. The easement language shall be depicted on the face of the plat.

8. Bus stops shall be constructed in the following locations: 1) sixty-five (65) feet south of the intersection of 159th Street Southeast and 35th Avenue Southeast, and 2) sixty-five (65) feet east of the intersection of Seattle Hill Road and 32nd Avenue Southeast. The bus stops shall at a minimum consist of a cement pad eight feet wide and five feet long.

9. A pedestrian pathway linking the internal sidewalks in Division I with the pedestrian pathways in Tract F adjacent to 35th Avenue shall be provided. In addition a school bus stop area shall be located adjacent to 35th Avenue Southeast. The precise location shall be determined by the City Engineer based upon consultation with the Everett School District.

10. Standard sidewalks are required on both sides of the public streets within the plat and a pedestrian pathway shall also be constructed within open space Tract C.

11. All roadway sections shall be designed by a licensed engineer and the design reviewed and approved by the City Engineer. The design of the roadway section for all internal streets shall include provisions for a planting strip situated between the back of the curb and the outside edge of the sidewalk to accommodate street trees and shall be prepared by a licensed landscape architect.

RECOMMENDATIONS CONTINUED:

12. The proposed plat contains numerous landscape islands and medians to be constructed by the developer. The ownership and maintenance shall be the responsibility of the homeowners' association.

13. Construction of the project entrance from Seattle Hill Road will result in the modification of an existing landscape median. A new median shall be constructed to the east with similar landscape treatment, at a ratio of one new foot of median for each foot of median to be removed.

14. In accordance with the Interlocal Transportation Agreement between Snohomish County and the City of Mill Creek for the mitigation of interjurisdictional development impacts, the applicant shall contribute \$272,518.45 to Snohomish County, subject to any credits approved by the County. Verification of payment shall be provided to the City before final plat approval.

15. Payment of \$149,845.00 to the Everett School District. Verification of payment shall be provided to the City before final plat approval.

16. The execution of an impact mitigation agreement between the applicant and the City in the amount of \$79,890 for the following road improvement projects:

Seattle Hill Road Improvements
Traffic Signal at 23rd/25th Avenue
9th Avenue Intersection Improvements
164th Street Bridge widening - Phase II

17. Contribution of \$36,743.00 for widening and intersection improvements to S.R. 527. Payment shall be made prior to final plat approval.

18. Submittal and approval of a street tree planting plan for all streets within the plat. The street tree plan shall be prepared by a licensed landscape architect and shall be reviewed and approved by the City Design Review Board prior to final plat approval. The plan shall be implemented commensurate with house construction.

RECOMMENDATIONS CONTINUED:

19. Contribution of \$73,608.00 to mitigate impacts on City park and recreation facilities. The funds shall be used for development of public neighborhood park facilities on Tracts D and G and for the acquisition and development of a Community Park.
20. A certificate of dedication for Tracts D and G to the City, for park purposes, pursuant to City Ordinance 92-289 shall be executed prior to preliminary plat approval.
21. Roadway buffers\cutting preserves shall be provided along the entire length of the Seattle Hill Road and 35th Avenue frontages.
22. Twenty-foot property buffers shall be provided on the rear portions of Lots 10-18, 28-31, and 44-47 in Division I and on the rear portions of Lots 1-14, 25 and 26, and 43-44 in Division II for the purpose of tree preservation. Additional trees shall be preserved within the interior of the plat where appropriate.
23. The trees to be preserved shall be determined after a review of the tree survey on file with the City and on-site identification by City staff. Preservation areas and individual trees identified to be saved shall be protected from encroachment by vehicles, earth moving and excavating machinery and material storage by the erection of barrier fencing approved by City staff. Failure to maintain, or removal of the fencing without approval of the City, shall result in the issuance of a stop work order.
24. Site clearing and grading shall be restricted to areas necessary for the installation of utilities, and construction of roads and sidewalks. No other clearing is allowed without the approval of City staff. No lot clearing shall be allowed nor building permits issued prior to the submittal and approval of individual tree preservation plans for each lot following approval by the City Council of the final plat.
25. Trees designated for preservation that are damaged or removed shall be replaced at a ratio of 3:1. The replacement trees shall be a coniferous species and have a minimum height at planting of twelve feet. In addition, a penalty of \$1,000.00 per tree may be assessed for any trees that are removed or destroyed by the applicant or his agent without the express approval of the City.

RECOMMENDATIONS CONTINUED:

The City may, at its discretion, issue a stop work order for the construction on the subject lots until the penalty is paid.

26. The roadway buffers/cutting preserves along 35th Avenue Southeast shall be landscaped in accordance with the Streetscape Element of the Comprehensive Plan. The landscape plan shall be reviewed and approved by the City's Design Review Board and implemented prior to final plat approval.

27. Fire hydrant design, location and spacing shall be reviewed and approved by Fire District No. 7 and the Alderwood Water District.

28. Mail boxes shall be grouped or clustered in locations identified by the United States Postal Service.

29. All entry landscaping and signage shall be reviewed and approved by the City's Design Review Board.

30. All utility, stormwater, drainage, maintenance easements, property buffers and pedestrian easements together with attendant restrictions and conditions shall be portrayed on the face of the final plat.

PLANNING COMMISSION

ACTION:

On June 17, 1993, the Mill Creek Planning Commission held a public hearing on the preliminary plat application by Countrywood Homes. After reviewing the staff report and recommendations and taking public testimony, the Commission voted to recommend to the City Council, approval of the preliminary plat of The Parks at Mill Creek subject to the following changes and additions:

Condition 7 is changed as follows:

In accordance with the design standards for the 35th Avenue improvements, the applicant shall construct pedestrian pathways within the roadway buffers/cutting preserves designated on Exhibit B as Tracts E, F, H, and I. The pathways shall be located within an easement allowing public use and access. In addition, pedestrian pathways shall be located within Tracts C and M. The applicant shall be responsible for constructing the pathways in accordance with the specifications and standards established by the

PLANNING COMMISSION ACTION CONTINUED:

City Engineer. The easement language shall be depicted on the face of the plat.

Condition 9 is changed as follows:

A pedestrian pathway linking the internal sidewalks with the pedestrian pathways in Tract F adjacent to 35th Avenue shall be provided. In addition A school bus stop area shall be located adjacent to 35th 32nd Avenue Southeast near Tract G. The precise location shall be determined by the City Engineer based upon consultation with the Everett School District.

Condition 10 is changed as follows:

Standard sidewalks are required on both sides of the public streets within the plat and a pedestrian pathways shall also be constructed within open space tracts C and M. The pedestrian pathways shall be located in an easement allowing public use and access.

Condition 29 is changed as follows:

All entry landscaping and, signage and all landscaping in Tract M shall be reviewed and approved by the City's Design Review Board.

New Condition 31

The developer shall provide appropriate signage at the planned street ends at 32nd, 33rd and 34th Avenues, 155th Street and the unnamed street in Division I to indicate future connections to future developments. The signs shall include a map of the area and appropriate text.

New Condition 32

Prior to approval of the engineering design plans, City staff shall consult with the Everett School District to determine adequate and safe school bus stop locations for Division I.

New Condition 33

City staff shall work with the applicant to develop an aesthetically pleasing street end landscaping plan for the undeveloped section of Highlands Boulevard adjacent to Division II of the subject site and compatible with the landscaping in Tract M. The plan shall provide suitable emergency vehicle access and be integrated with the existing curb.

PLANNING COMMISSION ACTION CONTINUED:

New condition 34

A reasonable number of trees shall be planted by the developer in the property buffers on the rear portions of lots 1-14 in Division II. The planting plan shall be developed by the applicant and the City staff and reviewed and approved by the City's Design Review Board.

**PRELIMINARY PLAT APPLICATION PP 93-35
THE PARKS AT MILL CREEK
LEGAL DESCRIPTIONS**

- That portion of the south half of the south half of the northeast quarter of the southeast quarter of Section 5, Township 27 North, Range 5 East, W.M., lying west of the west line of 35th Avenue S.E. (York Road).

Situate in the County of Snohomish, State of Washington

- The west 500 feet of the following described property:

That portion of the north half of the south half of the northeast quarter of the southeast quarter lying west of presently existing county road (York Road);
EXCEPT County Road;

TOGETHER WITH 30 foot easement for ingress, egress and utilities over the north boundary of the following described property:

That portion of the north half of the south half of the northeast quarter of the southeast quarter lying west of presently existing county road (York Road), all in Section 5, Township 27 North, Range 5 East, W.M., in Snohomish County, Washington;
EXCEPT the west 500 feet.

- That portion of the south half of north half of northeast quarter of southeast quarter of Section 5, Township 27 North, Range 5 East, W.M., lying west of county road.

Situate in the County of Snohomish, State of Washington

- That portion of the east three-quarters of the south half of the south half of the southeast quarter of the northeast quarter of Section 5, Township 27 North, Range 5 East, W.M., lying west of present existing county road.

Situate in the County of Snohomish, State of Washington

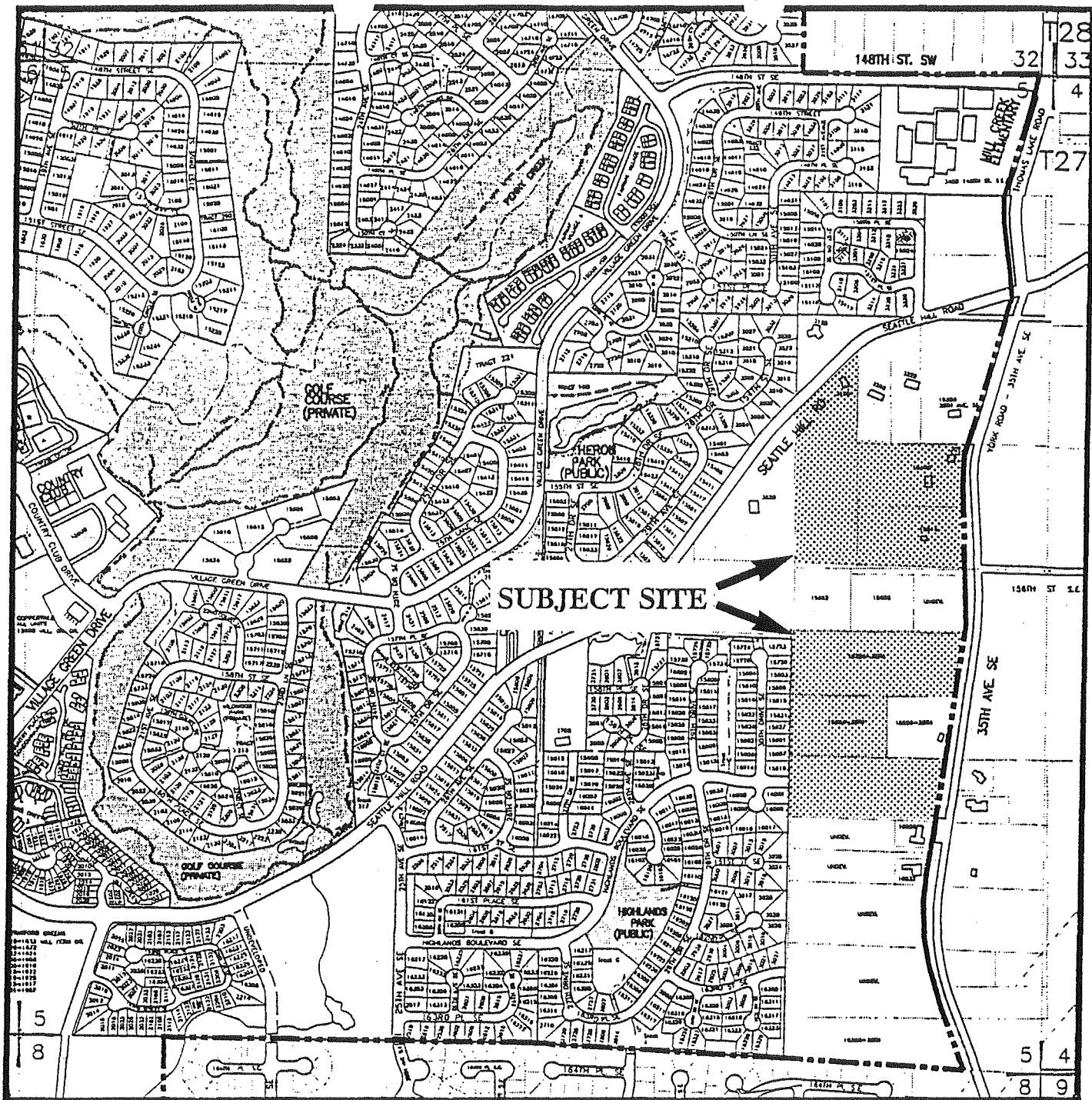
- That portion of the west half of the west half of the southeast quarter of the northeast quarter of Section 5, Township 27 North, Range 5 East, W.M., lying south of the county road.

Situate in the County of Snohomish, State of Washington

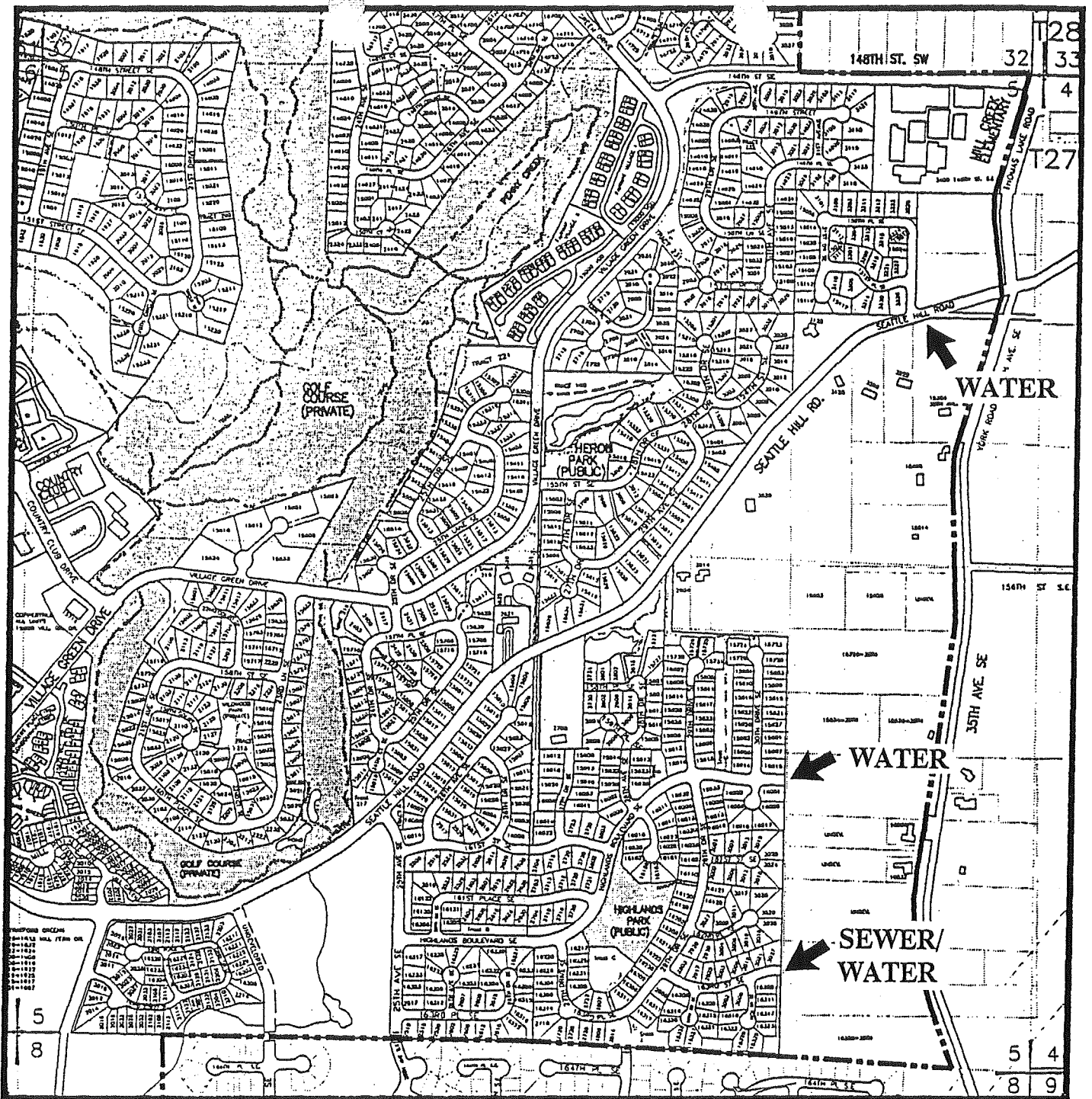
- That portion of the east 3/4 of the north half of the south half of the southeast quarter of the northeast quarter of Section 5, Township 27 North, Range 5 East, W.M., lying west of west line of 35th Avenue S.E. (York Road).

Situate in the County of Snohomish, State of Washington

**LEGAL DESCRIPTION
ATTACHMENT 1**



VICINITY MAP
ATTACHMENT 2



ATTACHMENT 4



Professional Management of
Land Planning and Development

Subdivision Management Inc.

16031 - 119th Pl. N.E.
BOTHELL, WASHINGTON 98011

488-1111 362-1052
FAX: 488-2162

June 3, 1993

Mr. Pete Freidman
City of Mill Creek
16030 Bothell-Everett Highway
Suite 140
Bothell, Washington 98012

Re: The Parks at Mill Creek

Dear Mr. Freidman:

On behalf of the applicant, Countrywood Homes, Inc., we hereby agree to the proposed impact mitigation fees as follows:

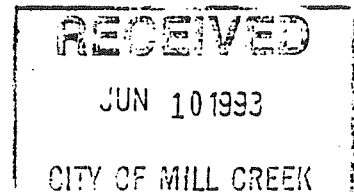
1. Everett School District No. 2 - \$1,303.00 per lot.
2. Snohomish County (Title 26-B) - \$272,518.45 (total).
3. Washington State Department of Transportation - \$36,743.00 (total).

We understand that improvements to existing roadways and right-of-way dedications are creditable to the road system capacity obligation.

Very truly yours,

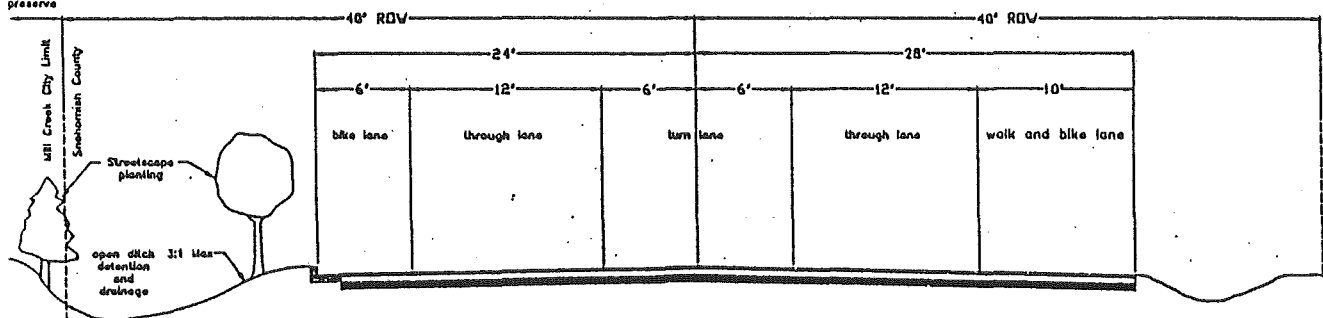
SUBDIVISION MANAGEMENT, INC.

B. Douglas Webb
President

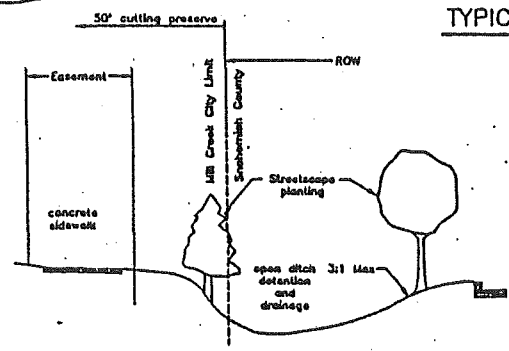


ATTACHMENT 5

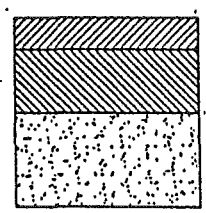
50' cutting preserve



TYPICAL ROAD SECTION



SIDEWALK PLACEMENT



2 INCH SURFACE COURSE ASPHALT
 4 INCH ASPHALT TREATED BASE
 6 INCH BASE COURSE

TYPICAL PAVEMENT SECTION

- NOTE:
1. West side drainage shall be grass lined with a max. road side slope of 3:1. For side slope shall be 2:1 max. or may require a retaining wall structure.
 2. Control weirs shall be as approved by Snohomish County's Surface Water Management.
 3. Street scene planting shall be performed as approved by the City of Mill Creek.
 4. No earth cuts shall be allowed in the 50' cutting preserve without approval by the City of Mill Creek.
 5. Sidewalk placement shall be within the 50' cutting preserve as approved by the City of Mill Creek.



Standard Plans

35th Avenue SE Cross Section

No. Rev.032893 Scale: NTS

ATTACHMENT 6