PLANNING COMMISSION RESOLUTION NO. 2003-105

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 PRELIMINARY PLAT/PLANNED AREA DEVELOPMENT FOR A 225-LOT SINGLE-FAMILY SUBDIVISION, KNOWN AS MILL CREEK EAST, CASE FILE NUMBER PP 01-56.	) FINDINGS,) REASONS AND) RECOMMENDATIONS

WHEREAS, Mill Creek East, LLC has submitted the appropriate information to the City of Mill Creek for consideration of a Preliminary Plat/Planned Area Development for a 225-lot single-family subdivision; and

WHEREAS, on October 18, 2002, the City's Responsible Official signed and issued a combined Notice of Complete Application, Determination of Significance, and Request for Comments on the scope of the Mill Creek East Environmental Impact Statement; and

WHEREAS, on February 18, 2003, the City's Responsible Official signed and issued a Draft Environmental Impact Statement (DEIS) for the proposed project; and

WHEREAS, on March 8, 2003, a legal notice stating the time, place and purpose of the public hearing was published in the Everett Herald, and on March 10, 2003, was posted on the property pursuant to MCMC 14.07.030(A)(3), and on March 10, 2003, was sent to surrounding property owners within 500 feet of the site in accordance with MCMC 14.07.030(A)(2); and

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WHEREAS, the Planning Commission duly convened a public hearing on March 20, 2003, to consider the matter, take testimony and inquire into the facts of the proposal and to receive comments on the Draft Environmental Impact Statement.

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, as conditioned, is consistent with the Mill Creek Comprehensive Plan, the Mill Creek Subdivision, Zoning, and Environmental ordinances and makes 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 motion contained in Exhibit C, attached and incorporated herein.

Section 3: The Planning Commission, therefore, recommends to the City Council approval of the Preliminary Plat 01-56 for Mill Creek East LLC as fully described and conditioned in Exhibit A, Exhibit B, and Exhibit C.

Done and Passed by majority vote, this twentieth day of March 2003.

CITY OF MILL CREEK PLANNING COMMISSION

BOB MCELHOSE, CHAIRMAN

SECRETARY OF THE PLANNING COMMISSION

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

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EXHIBIT C
PLANNING COMMISSION MOTION WITH CONDITIONS

MOTION: COMMISSIONER WRIGHT MOVED, SECONDED BY COMMISSIONER COLLARD, TO APPROVE RESOLUTION 2003-105 RECOMMENDING APPROVAL OF THE MILL CREEK EAST PRELIMINARY PLAT/PRD AS PROPOSED IN THE STAFF REPORT AND AS AMENDED BY STAFF WITH THE MODIFICATION TO CONDITION 11. THE MOTION PASSED WITH FOUR IN FAVOR AND VICE CHAIR WINCH OPPOSED.

11. The applicant shall submit to the City for review and approval, final development guidelines that provide clear design guidance for building architecture and site elements. Proposed development guidelines shall incorporate the PAD modifications set forth in the staff report, and shall incorporate the elements of design, style, and aesthetics specified by the applicant in its presentation.

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

PART I - SUMMARY INFORMATION

HEARING DATE: March 20, 2003

CITY FILE NO: Mill Creek East Preliminary Plat, File No. PP 01-56

REQUESTED ACTION: Consideration of a Preliminary Plat for 225 single-family lots on a 37.08 acre site. Residential units are proposed to be detached and attached units. Lot sizes are proposed to range from 1,500 square feet for attached units to 7,350 square feet for detached units. The applicant is also requesting modifications to the development code requirements through the Planned Area Development process set forth in Chapter 16.12, Mill Creek Municipal Code (MCMC), including: a) reduction of the front, rear, and side yard setbacks required in the Medium Density Residential zone district, b) use of floor area ratio in place of maximum lot coverage, and c) reduction of the rear and side yard setbacks for accessory structures required in Section 17.22.050, MCMC.

APPLICANT/ PROPERTY OWNER: Mill Creek East, LLC
c/o Peterson Consulting
4030 Lake Washington Blvd., Suite 200
Kirkland, Washington 98033

LOCATION: The site is located on the west side of 35th Avenue SE, south of Silver Crest Drive and north of 144th Street SE. See **Attachment 1**, vicinity map.

PROPERTY SIZE: 37.08 acres

LEGAL DESCRIPTION: See **Attachment 2**

COMPREHENSIVE PLAN DESIGNATION: Residential Medium Density

ZONING DISTRICT: Medium Density Residential (MDR

PART II - STATUTORY REQUIREMENTS

SEPA COMPLIANCE/DEVELOPMENT IMPACT MITIGATION:

The proposed Preliminary Plat is subject to the provisions of the State Environmental Policy Act (SEPA) and the provisions of Chapter 17.48, MCMC, Development Impact Mitigation.

Based upon the SEPA checklist prepared by the applicant, City staff identified several elements of the environment listed in the SEPA rules (WAC 197-11-444) that may be significantly adversely impacted by the proposed development. These elements include Earth, Air, Water, Plants, Animals, Environmental Health, Land Use, Aesthetics, Recreation, Transportation, Public Services, and Utilities. On October 18, 2001, the City's Responsible Official issued a Determination of Significance (DS) for the proposed project requiring the preparation of an Environmental Impact Statement (EIS). On November 14, 2001, a public scoping meeting was conducted to seek input from interested parties regarding the potential impacts that should be addressed in the Environmental Impact Statement. A Draft EIS was prepared, which describes, for each element, the affected environment, impacts that may occur as a result of the proposed development, and recommended mitigation measures to minimize and/or avoid the impacts of the proposal upon the environment.

On February 18, 2003, the City issued the Draft EIS for the proposed Mill Creek East development, with a 30-day comment period. This comment period will conclude at the close of the public hearing that is scheduled for March 20, 2003. All comments received during the 30-day comment period and during the public hearing will be addressed in the Final EIS. Depending upon the comments received, the proposal may be revised, or additional mitigation measures may be identified. Once the Final EIS is issued, a 7-day waiting period is required by state law before the City Council taking action on the proposed development.

The mitigation measures recommended in the Draft EIS are incorporated into the Conditions of Approval for the Preliminary Plat. If additional mitigation measures are identified in the Final EIS, they will be incorporated into the Conditions of Approval for the Preliminary Plat.

INTERJURISDICTIONAL AGREEMENTS:

The City has adopted separate interlocal agreements with the Everett School District, Snohomish County, and Snohomish County Fire Protection District No. 7 regarding the joint review, comment, and imposition of appropriate mitigation and conditions that affect the proposed development. This application has been reviewed by the school district, Snohomish County and the fire district. Their requirements are discussed later in this report and included in the recommended Conditions of Approval.

PUBLIC NOTICE:

In accordance with Chapter 14.07.030 MCMC, notice of the public hearing was published in the Everett Herald on March 8, 2003. Notice of the public hearing was mailed to property owners of record within 500 feet of the proposed project and posted on the site on March 10, 2003. All statutory public notice requirements have been met.

PART III - BACKGROUND INFORMATION

SITE HISTORY:

The subject property is currently being used as a legally nonconforming commercial topsoil and yard waste recycling operation by Pacific Topsoils, Inc. Prior to this use, it had been the location of a peat mining operation since the 1940s. The majority of the peat was extracted by the 1960s.

The subject property was annexed to the City in February 2001. Shortly thereafter, Pacific Topsoils submitted a grading permit to comply with a 1999 Washington Supreme Court decision that enables local governments to require permits for the continuation of legal nonconforming uses. The purpose of the permit is to authorize the reclamation and grading of the site as Pacific Topsoils closes down its operations at this location. The permit is currently being processed by the Public Works and Community Development departments. A Mitigated Determination of Non-Significance was issued on November 26, 2002. On December 27, 2002, a timely appeal was filed by the Adopt-A-Stream Foundation. An open record hearing was held before the City Council on February 25, 2003, and the City Council voted to deny the appeal. On March 11, 2003, the City Council approved Ordinance No. 2003-564, which contains findings of fact and conclusions of law pertinent to the decision of the City Council in the denial of the appeal.

EXISTING SITE CHARACTERISTICS:

The project site encompasses 37.08 acres, and is generally flat. The site contains two wetlands—Wetland A is located in the northeast corner of the site, and Wetland B is located at the south end of the site. Penny Creek is located approximately 400 feet to the south of the subject property.

Existing vegetation consists of several groupings of mature evergreen trees on the northern portion of the site, and wetland/upland vegetation associated with Wetland A and Wetland B. Most of these trees are proposed to be removed; however, efforts will be made to preserve trees within the Wetland A buffer. Additionally, Wetland B contains Himalayan blackberry, which is an invasive species.

Because of past peat mining and yard waste recycling operations, the site contains areas of unsuitable fill, large stockpiles of yard waste materials, and piles of topsoil, bark, and gravel. Gravel roads and truck parking areas are located throughout the site, which have shifted over time in response to operational needs. Existing structures include office buildings, equipment storage sheds, and other outbuildings. As indicated above, Pacific Topsoils is relocating their operation and

cleaning up the site. Site cleanup will involve removal of stockpiles and unsuitable fill, demolition of existing buildings, removal of contaminated soils, and restoration/revegetation of wetland buffers. This work will be conducted under the grading permit discussed above.

SURROUNDING PROPERTY ZONING/LAND USES:

The zoning designations and existing land uses of the surrounding properties are as follows:

- The properties to the north are situated in unincorporated Snohomish County and are zoned R-7200. Four lots located between the subject property and the Silver Crest development were annexed into the City of Mill Creek at the same time as the Pacific Topsoils property, and are zoned Low Density Residential. They are occupied by single-family residences.

- The properties to the east of 35th Avenue SE are situated in unincorporated Snohomish County and are zoned R-9600. They are currently undeveloped, and contain Penny Creek and Thomas Lake.

- The property to the south contains the offsite portion of Wetland B and Penny Creek. This property is zoned Low Density Residential and is part of the Highland Trails subdivision. It is in a Native Growth Protection Area easement.

- The properties to the west are situated in unincorporated Snohomish County and in the City of Mill Creek. The portion located in the County is zoned R-7200 and contains single-family residences in the Silver Crest and Silver Glen subdivisions. The portion located in the City is zoned Low Density Residential and contains single-family residences in the Highland Trails subdivision.

UTILITIES:

The subject site is located within the service area of the Silver Lake Water District. Water and sewer services are available. Electrical service is available from Snohomish County PUD. Natural gas service is available from Puget Sound Energy.

FIRE PROTECTION:

Fire protection, suppression, and emergency medical service will be provided through a contract with the City by Snohomish County Fire Protection District No. 7.

PART IV - PROJECT ANALYSIS

DEVELOPMENT REVIEW PROCESS AND DESIGN:

Development Review Process—Requested Modifications

The proposal is being processed in conformance with the provisions contained in Chapter 14 (Development Code Administration), Chapter 16 (Subdivisions and Plats), Chapter 17 (Zoning), and Chapter 18 (Environment) of the Mill Creek Municipal Code (MCMC).

In accordance with Chapter 16.12. MCMC, the project is being processed as a Planned Area Development (PAD). The PAD review process is intended to allow greater flexibility in project design to facilitate more creative development, provide efficient street systems, preserve open space and natural vegetation, provide a variety of housing types with architectural design compatibility, and to provide for integration of new development into the existing community while protecting the values and integrity of the surrounding neighborhood. Under this process, development code requirements can be modified to meet the purpose of the PAD process.

Pursuant to the PAD process, the applicant is requesting modifications to minimum building setback requirements, using floor area ratios in place of maximum lot coverage standards, and reducing setbacks for accessory structures (garages). A detailed description of the requested modifications and staff analysis begins on page 14 of this staff report.

Site Development Design

General Description

The proposed Preliminary Plat will result in the creation of 225 single-family lots on a 37.08-acre parcel (see **Exhibit B**, of the Planning Commission Resolution). Of this total acreage, approximately 21 acres, or .57 percent of the site will be used for the proposed development and associated roads and stormwater facility. The remaining acreage will be set aside as open space in the form of wetlands and their associated buffers, the roadway buffer adjacent to 35th Avenue SE, a 1.2 acre neighborhood park, and two pocket parks.

The development is proposed to take access off 35th Avenue SE and Silver Crest Drive. Parking will be provided in garages and on several of the public streets within the development. Consistent with the Streetscape Element of the Comprehensive Plan, a 50-foot roadway buffer/cutting preserve is provided adjacent to 35th Avenue SE. Stormwater facilities are proposed to include a detention pond and an underground conveyance system that will release treated stormwater into Wetland B through an existing pipe.

Project Density

The development must be consistent with the density requirements of the Comprehensive Plan and the Zoning Code. The property is designated Medium Density Residential (MDR) on the Comprehensive Plan Land Use Plan and Zoning Map, which establishes a minimum density of 5

dwelling units per gross acre and a maximum density of 12 dwelling units per gross acre. Thus, the number of units permitted on the subject property could range between 185 and 444 units.

The proposed plat has a density of 6.1 units per gross acre, and thus falls within the allowable density range permitted in the Comprehensive Plan and within the MDR zone district. Because the applicant is requesting modifications through the PAD process, the density must also comply with the density calculations set forth in Section 16.12.050, MCMC. This calculation uses the net development area, which is 21 acres. Thus, the allowable density range for the proposed project is between 105 and 252 units. The proposed development will yield 225 units, with a net density of 11 units per acre. Thus, the development is consistent with the both the Comprehensive Plan, Zoning Code, and Subdivision Code density requirements.

Plat Design

The proposed plat consists of 225 single-family lots that have been arranged and sized to accommodate a variety of housing types and choices. The majority of the lots are intended for single-family detached units, with the remaining lots intended for duplexes and town houses. For discussion purposes throughout this report and on the attached plans, single-family residences are referred to as Type A units, duplexes are referred to as Type B units, and town houses are referred to as Type C units.

The single-family units are proposed to have front loaded garages that are located either on the front of the lot or on the rear of the lot. Where the garages are proposed behind the residence, they will be accessed via a shared driveway with the adjoining lot, and will have a zero lot line. Duplexes will have alley-loaded garages, and the town houses will have garages accessed off auto courts.

Lot sizes vary between 1,500 square feet for attached units and 7,350 square feet for detached units. Within this range, lot sizes will vary as noted on the following table. This table also summarizes the location of garages for each unit type.

Table 1. Type and Size of Proposed Lots (in square feet)

Lot type/ housing type	Type A: Single-family detached	Type A: Single-family detached	Type B: Duplex	Type C: Triplexes and 5-plexes
Garage access	Front loaded	Shared driveways	Alley-loaded	Shared auto court to garage
Minimum lot size	3,000	3,000	2,150	1500
Maximum lot size (corner lots)	4,125 – 7350	3,450	2,730	2,250
Typical lot size	3,000 – 3,400	3,000	2,150	1500
Quantity	131		32	62

As indicated on the attached Preliminary Plat plans (**Exhibit B** of the Planning Commission Resolution), the proposed development is organized around a centrally located neighborhood park. The development is laid out in a grid pattern, with streets generally running north-south and east-west. Twenty of the duplex units are proposed to be oriented toward the neighborhood park (Tract D), with the remaining 12 units located at the south end of the site, facing the Wetland B buffer. The triplex units are located in the western portion of the site, in Block 20. The 5-plex units are proposed to be located adjacent to the 35th Avenue SE roadway buffer. The remaining areas of the development will be occupied by single-family detached units. As noted above, garages will either be located on the front or in the rear of these lots.

The overall design of the plat was influenced by the presence of existing wetlands and their associated buffers, and the 50-foot roadway buffer along 35th Avenue SE. Together, these areas comprise approximately 12 acres, or one third of the total site area. The plat design was also influenced by the location and configuration of the neighborhood park. Working together, City staff and the applicant's design team identified a location that would serve not only the immediate neighborhood, but surrounding neighborhoods as well. The park has been located to serve as a focal point for the project, and is easily accessed off 35th Avenue SE. Parking is provided around the perimeter of the park. The park can also be accessed by pedestrians, either through sidewalks along 35th Avenue SE, or through a trail connecting the proposed development to the trail system in Highland Trails.

Neighborhood Design

The overall purpose of the MDR zone district is to

> "Provide for the development of housing types, forms and densities that are an alternative to conventional single-family detached development patterns; provide an affordable alternative to single-family detached and attached housing; and promote attractive, high-quality residential development by allowing a greater degree of flexibility in design, development standards and practices."

To this end, the project designers relied upon the principles of traditional neighborhood design in laying out the plat. The project is intended to be reminiscent of older city neighborhoods, with pedestrian-friendly, tree lined streets, inviting porches and front entries, well-proportioned buildings, and attractive building architecture. As a side note, the residences will be constructed by multiple builders, who have not yet been identified.

To assure design consistency throughout all phases of construction, the City is requiring that architectural design guidelines be developed by the applicant. A preliminary draft of these guidelines has been prepared (**Attachment 3**), and includes a general statement of design intent and sets forth dimensional standards for building setbacks, building height, and floor area ratio. The overall design intent, as articulated in the preliminary design guidelines, is to "create a pedestrian-oriented, human-scaled neighborhood that takes its design cues from tradition American architectural styles including Craftsman, Queen Anne, and Bungalow styles." Typical site plans, elevations, and sections have been prepared by the project architect depicting how the units would be sited and the desired architectural character for the development (see **Attachment 4**). These design guidelines

are intended to be used by the builders as they prepare plans and submit individual building permits to the City.

Perimeter Buffers

Policy 1.16 of the Land Use Element of the Comprehensive Plan requires buffers around the boundaries of each residential development. The purpose of the required perimeter buffers includes providing neighborhood and development identity and wildlife habitat corridors. In addition, Policies 4.02 and 4.03 of the Environmental Features Element require that significant vegetation be preserved wherever possible and requires vegetated buffer zones between developments.

The proposed plat is bordered on the north and west by existing residential development in unincorporated Snohomish County and the City of Mill Creek. Approximately 18 lots in the Silver Crest and Silver Glen subdivisions back up directly to the proposed plat, and range in size from approximately 9,600 square feet to 20,000 square feet. Where proposed lots back up to these lots, the applicant is proposing to maintain the 25-foot rear yard setback required in the MDR zone district for the principal structure. Where detached garages are constructed behind the residences, a minimum five-foot setback is required, pursuant to Section 17.22.050, MCMC.

The Highland Trails development, which was annexed into the City concurrent with the subject property, contains a large open space tract located to the southwest of the Mill Creek East site that provides physical separation from the proposed plat. A 50-foot landscaped roadway buffer will be provided on the site's eastern perimeter, adjacent to 35th Avenue SE. The southern portion of the site contains the on-site portion of Wetland B. In fact, this wetland system extends an additional 200 feet beyond the subject property.

Open Space

One requirement of a Planned Area Development is that 20 percent of the net developable area of the site must be preserved for open space and recreational purposes. For the proposed plat, the net developable area is 21 acres, with a corresponding minimum open space requirement of 4.2 acres. The open space provided for the development includes on-site wetlands and their associated buffers and the roadway buffer. In addition, the neighborhood park and the two pocket parks provide permanent, usable open space. In total, approximately 13.5 acres of open space is being provided. This amount represents 64 percent of the net developable area and 36 percent of the gross site area. The MDR zone district requires that 50 percent of the minimum open space required be usable, e.g., contains improvements such as trails, benches, play areas, etc. Based on a minimum open space requirement of 4.2 acres, 2.1 acres of usable open space is required. For the proposed project, usable open space includes the neighborhood park, which is 1.2 acres in area, the two pocket parks, which are .18 acres in area, and the 35th Avenue SE roadway buffer, which is 1.3 acres in area. Together, these areas total 2.68 acres of usable open space, which meets the open space requirements for the MDR zone district.

Wetland and Buffer Requirements

Two wetlands have been identified on site—Wetland A and Wetland B.

Wetland A is a 2.2-acre wetland located in the northeast corner of the subject property. This wetland was once part of a larger peat wetland system prior to the construction of 35th Avenue SE and peat mining of the site. The wetland edge ends abruptly, presumably due to past excavations. The wetland buffer contains little in the way of functional cover and protection to the wetland as a result of site operations. Pursuant to the criteria established in Section 18.06.080.D, MCMC, Wetland A is a Category III wetland due to its size and lack of characteristics that would raise the rating to a Category II.

The proposed development will not impact Wetland A. The applicant is proposing to reduce and average the wetland buffer pursuant to Section 18.06.090, MCMC. Pursuant to Section 18.06.090, MCMC, Category III wetlands generally require a 50-foot wetland buffer adjacent to high impact uses, and a 25-foot buffer adjacent to low impact uses. Single-family development is generally considered a high impact land use because of the potential for human and animal intrusion into buffers. The roadway adjacent to the buffer is considered a low impact land use. Because both conditions are present adjacent to the Wetland A buffer, both buffer widths would apply. However, the applicant is proposing a 50-foot buffer.

Pursuant to the Section 18.06.090, MCMC, a 25 percent buffer reduction of a buffer is allowed if it is degraded and the City determines that the function and value of the wetland would benefit from enhancement of the buffer. The existing buffer has been degraded by past peat mining operations and on-going site activities, and the applicant is proposing to enhance the buffer. The City has determined that Wetland A would benefit from the proposed buffer enhancement, and that a 25 percent reduction would meet the goals of the buffer reduction requirements contained in Section 18.06.090, MCMC.

The applicant is also proposing buffer averaging, which is allowed as long as the averaged buffer meets the requirements of Section 18.06.090, MCMC. The City's wetland consultant has reviewed the preliminary wetland mitigation plan and buffer calculations and has concluded that the proposed mitigation and buffer averaging meets Chapter 18.06, MCMC. As a Condition of Approval, the applicant shall submit a final wetland mitigation plan for review and approval before approval of the construction engineering drawings.

Wetland B is located at the southern end of the subject property, and is part of a much larger wetland system associated with Penny Creek and Thomas Lake. The on-site portion of Wetland B is 6.48 acres in size. Like Wetland A, this wetland was part of a peat bog prior to peat mining activities. The edge of Wetland B is distinct, and consists of old fill material sloping steeply into the wetland. This edge was formed because of earlier peat excavation operations. Four narrow "fingers" of land extend various distances into Wetland B from the subject property. These "fingers" once provided access for peat mining equipment, but are no longer in use. The buffer along the north edge of Wetland B is of little functional value. Other than a 10- to 15-foot wide swath of blackberry on the slope above the wetland edge, there is only bare soil.

Pursuant to the criteria established in Section 18.06.080.D, MCMC, Wetland B is a Category I wetland due to its large size and the presence of three or more wetland classes. Category I wetlands generally require a 150-foot wetland buffer adjacent to high impact uses, and a 75-foot buffer

adjacent to low impact uses. The road adjacent to the wetland buffer is considered a low impact use with a corresponding buffer width of 75 feet.

Pursuant to the Section 18.06.090, MCMC, a 25 percent reduction of a buffer is allowed if the buffer is degraded and the City determines that the function and value of the wetland would benefit from enhancement of the buffer. The existing buffer has been degraded by past peat mining operations and on-going site activities, and the applicant is proposing to enhance the buffer. The City has determined that Wetland B would benefit from the proposed buffer enhancement, and that a 25 percent reduction would meet the goals of the buffer reduction requirements contained in Section 18.06.090, MCMC.

The applicant is also proposing buffer averaging, which is allowed as long as the averaged buffer meets the requirements of Section 18.06.090, MCMC. The City's wetland consultant has reviewed the preliminary wetland mitigation plan and buffer calculations and has concluded that the proposed mitigation and buffer averaging meets Chapter 18.06, MCMC. As a Condition of Approval, the applicant shall submit a final wetland mitigation plan for review and approval prior to approval of the construction engineering drawings.

As a side note, the Wetland B buffer has been the subject of an enforcement action promulgated by the Federal Environmental Protection Agency (EPA). In the Consent Order issued by the EPA, a minimum 50-foot buffer has been established from the edge of Wetland B. All unsuitable materials from past activities (e.g., construction debris) are required to be removed, and the buffer restored with native vegetation. To avoid human or animal intrusion into the buffer, the EPA is requiring a chain link fence to be installed. This fence will be constructed of wood posts and wire fencing, and will be screened with vegetation to minimize its visibility.

Road Design/Pedestrian Facilities

For discussion purposes, temporary road names have been identified on the plan. Once the plat is approved, the roads will be assigned street designations consistent with the City's addressing system.

The internal road network has been laid out as a grid to reflect the principles of traditional neighborhood design, and to provide for efficient traffic circulation. Narrower roads have been designed to: a) promote slower vehicular speeds, b) reduce impervious surfaces, and c) provide a safe pedestrian/residential character to the streetscape. Street trees will be planted in 5-foot planter strips and landscape islands to enhance the appearance of the streetscape. The design of internal roads is discussed in more detail on page 12 of this staff report.

Consistent with the Streetscape Element of the Comprehensive Plan, a six-foot wide sidewalk is provided within the 35th Avenue SE roadway buffer on the eastern edge of the site. This sidewalk will tie into sidewalks that will be constructed in conjunction with the road improvements for 35th Avenue SE. A pedestrian connection is proposed between the Mill Creek East development and the trail system in the Highland Trail development.

Parking

In accordance with Section 17.22.150, MCMC, a minimum of two off-street parking spaces are required per single-family dwelling or duplex. For town houses with two or more bedrooms, a minimum of 2.5 spaces per unit are required. Based upon the proposed unit mix, a minimum of 481 parking stalls is required for the development.

Parking will be provide in garages, in driveways, in small parking areas off the alleys, and in on-street parking areas. On-street parking will be provided on one side of the street throughout the majority of the development. Areas where on-street parking is not provided is on Avenues A and B, and 1st and 2nd Streets. A total of 789 parking spaces are provided, with a corresponding ratio of 3.47 spaces per unit. Thus, the City's parking requirements will be met.

Staff is concerned that there will be inadequate on-street parking for visitors on the northern portion of the site. The use of shared driveways for many of the units along Avenues A and B will preclude the availability of driveways for visitor parking. The nearest on-street parking would be available adjacent to the neighborhood park. However, these spaces are not conveniently located to the residences at the northern end of the site and may create conflicts with parking for off-site park users. Staff considered different options for providing on-street parking that would least impact the density of the project, and concluded that widening Avenues A and B to 24 feet (curb-to-curb) would accomplish this goal. Increasing the road widths by two feet will require only slight modifications to the depth of the lots. With respect to 2nd Street, on-street parking is available in close proximity, and the road would not need to be widened. Thus, one of the recommended conditions of approval requires the preliminary plat to be revised to increase the width of Avenues A and B to 24 feet, curb-to-curb.

Storm Drainage

The existing drainage on the site is routed to several detention ponds, which all ultimately outfall to Wetland B on the south end of the property. The wetland eventually connects to Penny Creek, which flows through the City. This drainage pattern will not change with the construction of the plat improvements.

To help maintain the hydrologic period of Wetland A on the north end of the site, roof runoff from the adjacent buildings will be discharged directly to the edge of the wetland buffer with level spreaders. An adjustable inlet structure will also be installed in Wetland A to help maintain the pre-developed water levels.

The new stormwater drainage system will consist of a closed pipe network that routes all runoff to a large open pond for detention and water quality treatment. This new pond will be in the same location as the largest existing pond on the north half of the site, adjacent to the new main access point on 35th Avenue SE. To prevent seepage from Wetland A into the pond, which could affect the required water quality and detention storage volumes, the pond will be lined with an impervious material.

Due to the depth of the pond and the flat topography of the site, the discharge outlet cannot function by gravity flow for anything smaller than the 10-year storm event. To ensure the proper outflow rate

for the more frequent storms, a pump system will be used to discharge treated water from the pond. The pumped water will flow down to the existing outlet pipe located at the northern edge of Wetland B, and then discharged into the wetland. There are also two existing pipe systems that carry offsite flow onto the new plat, and those flows will remain unchanged by connecting into the outlet pipe system.

The exact size and condition of the existing outlet pipe is unknown, and the applicant will be required to inspect it during construction. If necessary, the pipe will be repaired or replaced during installation of the drainage facilities. This is to prevent future maintenance repairs of the outlet pipe, which would have a far greater impact to the wetland if done after the plat construction is complete.

Maintenance of the pump system is a concern to the City, and the applicant is required to submit detailed procedures and schedules for review and approval. The applicant is also required to provide an emergency back up system, which will include a spare pump, an alarm to indicate pump failure and a generator hook up for operation during a power failure.

The drainage system maintenance will be the responsibility of the Homeowners Association, and they will be required to maintain a designated stormwater maintenance escrow account (or similar financial mechanism) to ensure that proper maintenance is performed. The applicant will also have to submit a five-year monitoring plan to gauge the effectiveness of the water quality treatment facility and infiltration system.

The Snohomish County Public Works Department is concerned that the plat improvements will have negative impacts on the planned roadway drainage system on 35th Avenue SE. The applicant will need to assess the impacts of the proposed plat stormwater system on the flow regimes along 35th Avenue SE in the final drainage report. If necessary, the applicant will mitigate for effects to the Snohomish County drainage system along 35th Avenue SE to the satisfaction of the Snohomish County Public Works Department.

The new drainage and conveyance system will be designed to meet the requirements of the 2001 Department of Ecology Stormwater Management Manual for Western Washington and City of Mill Creek standards. The applicant will be required to submit a final drainage report during the civil plan review phase. The final system design and drainage details will be addressed during the civil plan phase.

Frontage Improvements and Interior Roadways:

Both of the plat roadway frontages are in Snohomish County right-of-way, not within the City of Mill Creek. There is an ongoing County project to reconstruct 35th Avenue SE from Seattle Hill Road up to 120th Street SE. Since this project is already funded and underway, the County is not requiring the applicant to construct frontage improvements to 35th Avenue SE. The reconstruction project essentially floats the new roadway on a bed of lightweight fill material. Due to this unique construction method, the site access points on 35th Avenue need to be coordinated with the County project where the new driveways interface with the elevated roadway.

Snohomish County will require the applicant to construct frontage improvements on Silver Crest Drive. These improvements will consist of a half road section built to County Engineering Design and Development Standards (EDDS), which are 18 feet of pavement from the centerline, vertical curb and gutter, a 5-foot planter strip and 5-foot sidewalk, along with any necessary drainage improvements. Since these frontage improvements may impact the buffer along wetland A, the applicant may need to seek an EDDS deviation from the County to reduce the impact of the construction.

All interior roadways will be designed and constructed to meet emergency vehicle access requirements and City of Mill Creek standards. Each road is unique, but most of the public road sections shall consist of vertical curb and gutter, a minimum five-foot planter strip, a minimum five-foot sidewalk and 11-foot minimum travel lanes. The narrow roadways will decrease traffic speeds to increase driver and pedestrian safety. As shown on the site plan, the main avenues on the south half of the plat will have on-street parking in between landscaped planter bulbs. As previously discussed, staff is recommending that the widths of Avenues A and B be widened to 24 feet and to designate on-street parking on one side of each street.

City of Mill Creek Traffic Impacts and Mitigation:
The traffic study for the site indicates that this development is expected to generate an estimated 1,052 net new daily trips and approximately 134 net new weekday PM peak hour trips. To address the cumulative impacts of the added trips to City street segments, the applicant will provide a $26,199 contribution toward the future improvement of the street segments identified in the City's Traffic Mitigation Program.

The mitigation amount for this plat is smaller than might be expected for a development of this size. This is primarily due to the location of the plat in regard to the location of the City mitigation segments. Since the plat is located on the northeast corner of Mill Creek, most of the new trips do not travel on City streets or the designated mitigation segments. In fact, less than 25 percent of the trips are expected to travel through the city limits.

To ensure that this distribution was correct and that Mill Creek was getting the proper mitigation payment, the City hired a third party traffic consultant, Parsons Brinkerhoff, to review the applicant's traffic study. Based on the existing turning movements, Snohomish County input and the employment and retail locations, the trip distribution was verified to be correct.

The traffic study, which was prepared by Gibson Traffic Consultants, did not examine the specific Level of Service (LOS) impacts or added delay at the signals along 35th Avenue SE at 132nd Street or 148th Street since they are not within the city limits. However, the study did analyze the expected LOS at the unsignalized site intersections on 35th Avenue SE and Silver Crest Drive.

The two access points on 35th Avenue would operate at an LOS B, and the driveway on Silver Crest Drive would operate at an LOS A. Both of these intersections will be well above the City minimum LOS standard of F. A specific turn lane for the development was not found to be warranted, although 35th Avenue SE will be three lanes wide after the Snohomish County reconstruction project is complete.

Snohomish County Traffic Impacts and Mitigation

In accordance with the interlocal agreement with Snohomish County for reciprocal assessment of traffic impact mitigation fees, the applicant is required to pay mitigation fees to offset the project's impacts to the County's Road System Capacity and for Transportation Demand Management.

Through the SEPA review process, Snohomish County has determined, based on adopted formulas, that $180,944.00 is required to mitigate transportation impacts to the County road system. If approved by Snohomish County, a Transportation Demand Management credit would be applied to the mitigation fee. The recommended Conditions of Approval include the requirement for the applicant to pay transportation mitigation fees to Snohomish County before approval of the Final Plat.

School District Impacts:

The City of Mill Creek and the Everett School District have executed an Interlocal Agreement for mitigation of development impacts on district facilities. Approval of the project will have an impact on the Everett School District facilities. The Everett School District has determined that a contribution of $291,333.10 is required to mitigate the impacts of the development in lieu of dedication of land for school facilities.

The recommended Conditions of Approval include the requirement for the applicant to enter into a voluntary mitigation agreement. A copy of the executed agreement and proof of payment of the mitigation fees are required prior to the approval of the Final Plat.

Fire District Impacts

The City of Mill Creek and Snohomish County Fire District No. 7 have executed an Interlocal Agreement for mitigation of development impacts on fire facilities/services. Mitigation fees are determined by the anticipated impact a development will have on District facilities. Based on the provisions of the agreement, the mitigation required is $365.00 per residential lot. Assuming 225 new single-family units, $82,125 is required to mitigate impacts to District facilities. The recommended Conditions of Approval include the requirement for the applicant to pay fire district mitigation fees to Snohomish County Fire Protection District No. 7 prior to the approval of the Final Plat.

City Park System Impacts

Approval of the Preliminary Plat will allow the construction of an additional 225 attached and detached single-family homes, which will increase the demands on the City's Neighborhood and Community park and recreation facilities. To mitigate the project's impacts on these facilities, mitigation fees are typically required for the acquisition and development of neighborhood and of community parks. The mitigation fee is payment in lieu of actually acquiring park facilities, which the City collects for the purpose of purchasing and developing parks.

Neighborhood Parks - The Comprehensive Plan designated a public neighborhood park near the subject property, and the developer has chosen to dedicate 1.2 acres of land to the City for a public neighborhood park. This dedication satisfies the applicant's requirement to mitigate impacts on the

City's neighborhood park system, and thus, mitigation fees do not need to be collected. Staff evaluated the value of the land compared to the required mitigation fee, and found that the land value is comparable with the mitigation fees. Thus, the dedication satisfies the requirement for neighborhood park mitigation fees.

Community Parks – Based upon the formula for calculating impact fees in Resolution 2002-313, the proposed project is required to pay $335,362.50 to offset impacts to community park facilities. The recommended Conditions of Approval include the requirement for the applicant to pay the park mitigation fee before approval of the Final Plat.

Requested Modifications through the PAD Process

Pursuant to Section 16.12.040, the applicant is requesting three modifications to the Zoning Code: 1) a reduction in the minimum building setback requirements required in the MDR zone district; 2) a substitution of lot coverage standards with floor area ratios; and 3) a reduction of the setbacks for accessory structures required in Section 17.22.050, MCMC. Modifications to zoning code requirements are allowed through the PAD process if it can be demonstrated that the modifications meet criteria outlined in Section 16.12.020, MCMC, including, but not limited to the following:

- To allow for creative development equal to or superior to traditional lot-by-lot development;
- To preserve open space, natural vegetation, and wetlands;
- To provide for more efficient street and utility systems by clustering buildings;
- To provide for a variety of housing types in one development with architectural design compatibility;
- To provide integrated landscape development; and
- To provide for the integration of development into the existing community while protecting the values and integrity of the surrounding neighborhood.

The proposed modifications focus primarily on the first four of these criteria.

As previously discussed, the applicant is seeking to create a pedestrian-oriented, human-scaled residential neighborhood with attractive streetscapes, and a variety of well designed residential units. To achieve this goal, the project includes several elements that have been effective in creating attractive, livable neighborhoods in the Puget Sound area, including narrower streets, separated sidewalks, street trees, open space, a variety of housing types and design, and pedestrian connections to other neighborhoods. Toward this end, the applicant is seeking greater flexibility in the zoning standards to better meet the intent of the MDR zone district, which is to provide an alternative to conventional single-family detached development patterns. A detailed description of the requested modifications follows.

Reduced Setbacks: The MDR zone district requires the following setbacks. The setbacks vary depending on whether the units are detached or attached, and are summarize in the following table:

Table 2. Summary of Setback Requirements

Setback	Detached Units	Attached Units
Front	Allowable range 15 to 20 feet; garages shall be setback 20 feet from the sidewalk.	Allowable range 15 to 20 feet; garages shall be setback 20 feet from the sidewalk.
Sides	Total of 10 feet; the entire setback may be allocated to one side.	10 feet between ends of duplexes; 15 feet between ends of triplexes and larger.
Rear	Minimum 25 feet for perimeter lots; 15 feet for interior lots.	10 feet for structures on platted lots; 25 feet from perimeter of project.

The applicant is seeking several modifications to the required setbacks, which are summarized in Table 3 below. It should be noted that the applicant **is not** seeking modifications for the following setbacks:

- Front-loaded garages: 20-foot setbacks, measured from the back of the sidewalk will be provided.

- Rear yard setbacks: 25-foot setbacks will be maintained on all perimeter lots except for those noted in Table 2. 15-foot setbacks will be maintained on all interior lots.
- Accessory structure setbacks: 5-foot accessory structure setbacks will be maintained for detached garages except where noted on Table 3.

The following table summarizes the requested setback modifications. The extent of the modifications varies with each unit type.

Table 3. Summary of Proposed Setback Modifications

Unit Type	Front Yard	Side Yards	Rear Yards
Type A: Single-family detached with attached garages in front	Minimum of 10 feet to the face of the porch (excludes steps and bay windows)	Minimum of 3 feet, with a minimum of 5 feet for porches	• Minimum 15 feet on Lots A58-75 • Minimum 15 feet on interior lots
Type A: Single-family detached with garages in back	Minimum of 10 feet to the face of the porch (excludes steps and bay windows)	• Minimum of 9 feet for lots with shared drive • Minimum of 5 feet on opposite side of house, then 3 feet to achieve modulation. • Zero feet where attached garages are proposed	• Same as above, except that detached garages are allowed 5-foot rear and side yards in accordance with Section 17.22.0505, MCMC • Zero feet where attached garages are proposed

Unit Type	Front Yard	Side Yards	Rear Yards
Type B: Duplexes	Minimum of 10 feet to the face of the porch (excludes steps and bay windows)	• Minimum of 6 feet on open side • Zero feet on side attached to adjacent unit	• Zero feet where attached garages are proposed
Type C: 3-plex Townhouses	Minimum of 10 feet to the face of the porch (excludes steps and bay windows)	• Minimum of 10 feet on sides facing streets • Zero feet on sides attached to adjacent units	• Minimum of 12 feet to centerline of garage court
Type C: 5-plex Townhouses	• Minimum of 15 feet where front yard faces street • Minimum of 5 feet from back of sidewalk where front yard faces entry court	• Minimum of 10 feet on side facing the street	• Minimum of 12 feet to centerline of garage court

Increased Lot Coverage: The MDR zone district establishes a maximum lot coverage of 40 percent for single-family detached residences, and 50 percent for single-family attached residences. The applicant has requested a modification of these requirements to employ a different standard in establishing building bulk and mass within the development. Instead of using the traditional lot coverage standard, staff has requested, and the applicant is proposing the use of floor area ratios (FAR), which establishes a relationship between the overall floor area of a structure and the lot it sits upon. The purpose of using FAR is to ensure that building mass is proportional to lot size.

Residential FAR is generally expressed as a percentage, and as proposed by the applicant, does not include the area occupied by the garage. The following table summarizes the FAR proposed for each unit type, with corresponding unit sizes based upon a typical lot area:

Table 4. Summary of Proposed Floor Area Ratios (FAR)

Unit Type	FAR	Typical Lot Size (in square feet)	Floor Area (in square feet)
Type A: Single-family detached with attached garages in front	0.5 - 0.67	3,400	1,700 – 2,278
Type A: Single-family detached with detached garages in back	0.57 – 0.67	3,400	1,938 – 2,278

Unit Type	FAR	Typical Lot Size (in square feet)	Floor Area (in square feet)
Type B: Duplexes	1.02	2,150	2,193
Type C: 3-plex and 5-plex townhouses	0.80	1,500	1,200

Regarding the application of FAR, the following example is provided. Assuming a typical lot size of 3,400 square feet, the resulting floor area for a single-family detached unit would range between 1,700 and 2,278 square feet. Including a typical 400 square foot garage, the unit could be 2,678 square feet in size. Divided between two floors, the footprint of the structure (assuming that the garage is attached) could be approximately 1,300 square feet.

The use of FAR in residential applications is being used by jurisdictions in the Puget Sound area to control the size of homes on small lots. Thus, establishing the appropriate floor area is critical to the success of a project, and can help to avoid the construction of large homes on small lots. Staff was interested in the FAR of Amberleigh, which is a Planned Area development that consists of attached units with auto courts, similar to the Mill Creek East project. The FAR in Amberleigh ranges from 0.4 – 0.5, including the garages. The buildings appear to be well proportioned to the lot sizes, as well as to adjacent structures. The Mill Creek East development is intended to be higher density in keeping with the intent of the MDR zone district; thus, the FAR would be greater. Staff is of the opinion that the proposed FAR will establish appropriate parameters to ensure that building mass is proportional to lot size for each unit type.

Reduced Accessory Structure Setbacks: Pursuant to Section 17.22.050, MCMC, accessory structures, such as detached garages, are allowed to within 5 feet of the rear and side property lines of a lot. The applicant is requesting a reduction of this requirement to allow for a zero setback so that attached garages can be constructed behind the residences, rather than in front of them. Earlier versions of the development proposed front-loaded garages, which staff found to be inconsistent with the residential design objectives of the MDR zone district. These guidelines encourage development that avoids uniform development patterns and creates neighborhood streetscapes that are not dominated by garages and driveways.

The proposed modification would apply to lots where attached garages and shared driveways/auto courts are proposed, primarily on interior lots, and on a portion of the perimeter lots. **Attachment 4** shows a typical configuration of the garages, shared driveways, and auto courts. As depicted on this illustration, two or four garages would be attached.

Consistency with PAD Goals: Staff has reviewed the proposed modifications and finds that they generally satisfy the criteria spelled out in Section 16.12.040, MCMC. These modifications will provide greater flexibility in creating a well-designed, pedestrian-oriented, human scale development. Allowing this flexibility makes it possible for the project to accomplish several community wide benefits including the dedication of land for a public neighborhood park, preserve

open space, provide a variety of housing types and choices with high quality design, and provide pedestrian linkages to nearby developments.

As discussed earlier, the applicant submitted design guidelines to ensure design consistency during all phases of construction. These guidelines establish an overall design intent and dimensional requirements such as setbacks, floor area ratios, and minimum sizes for front porches. After reviewing these guidelines, staff is recommending that they be refined to provide clearer direction regarding the architectural design of the units. Performance-oriented guidelines should be included that address building elements such as massing, modulation, roof form, porches, materials, and detailing. Also, guidelines could be included that address site features such as lighting, fence/gate design, paving patterns, landscaping, etc. Thus, one of the recommended Conditions of Approval requires that the applicant revise the design guidelines to provide additional elements for building architecture and site features.

CONSISTENCY WITH THE MILL CREEK COMPREHENSIVE PLAN:

For a development to be approved, the Planning Commission must make a finding that the proposed development is consistent with the Land Use Map and applicable policies of the Comprehensive Plan. The proposed residential development has been reviewed by staff for consistency with the Mill Creek Comprehensive Plan. Since the plan is by its nature "comprehensive," the staff report provides the following matrix which focuses on the applicable policies that have direct influence on the design of this project.

Land Use Element: Land Use Map, Policies 1.01, 1.04, 1.16, 1.17, and 1.18

Land Use Map. Site designated for Residential-Medium Density (12 units/gross acre)

Discussion: Based on a gross site area of 37.08 acres, up to 445 units could be permitted. 225 units are proposed, with a corresponding density of 6.1 units/gross acre. The project meets the density requirements of the land use designation.

Policy 1.01. The City residential character should be composed of a wide range of densities, and maintain and enhance the City as a pre-dominantly single-family community.

Discussion: The gross density of the project represents the low end of the potential density ranges within the MDR zone district (5 – 12 units/gross acre). The residential character of the proposed development is single-family detached and attached housing.

Policy 1.04. New residential development should be compatible with surrounding land uses in height, scale, and design and be in character with the high quality development in the City. Design guidelines should be incorporated into the design of the new subdivision.

Discussion: The proposed development will be compatible with surrounding adjacent single-family development to the north and west. The project will comply with design guidelines set forth in the

MDR zone district, as well as guidelines prepared by the project architect to ensure consistent architectural character through all phases of development.

Policy 1.16. Peripheral boundaries of each residential development should contain appropriately sized buffers.

Discussion: 25-foot rear yard setbacks are proposed along Lots 24 – 57, where the properties back up to existing residential development. 15-foot rear yard setbacks are proposed for Lots 58 – 75, where lots back up to wetlands and open space. A 50-foot landscaped roadway buffer adjacent to 35th Avenue SE provides a buffer to the east. On-site wetlands and associated buffers provide significant buffers to the north, east, and south.

Policy 1.17. Entrances should be clearly identifiable and aesthetically pleasing. Elements of neighborhood development should include preservation of environmentally sensitive areas, existing and natural vegetation and natural grades, underground utilities, building mass in scale with lot sizes, safe and efficient pedestrian and vehicular circulation, and useable open space.

Discussion: Project entrances as proposed will be clearly identifiable and attractive through the use of landscaping, signage and entry medians. On-site wetlands will be preserved and their buffers restored. Underground utilities will be provided. The use of floor area ratios will provide an appropriate scale between building mass and lot area. Vehicle and pedestrian circulation is designed to be safe and efficient. Useable open space will be provided.

Policy 1.18. Residential developments shall be designed to be compatible with adjacent developments.

Discussion: Use of the site for single-family development will be compatible with adjacent single-family developments. The proposed project incorporates perimeter buffers as required. As conditioned, the proposed subdivision will be compatible with adjacent development.

Capital Facilities Element: Policy 2.03

Policy 2.03 Projects shall provide stormwater facilities that incorporate treatment methods for water quality as recommended in the Puget Sound Water Quality Plan.

Discussion: Consistent with this policy, the project will incorporate stormwater management facilities that comply with the 2001 DOE Stormwater Management Manual and City standards.

Utilities Element: Policies 1.01 and 1.10

Policy 1.01. Urban development shall occur only where adequate utilities are available.

Discussion: Adequate utility services are available.

Policy 1.10. Where appropriate and possible, utilities shall be located underground.

Discussion: Utilities are conditioned to be located underground.

Transportation Element: Policies 2.02, 3.04, and 4.01

Policy 2.02. Pursuant to the Growth Management Act, projects shall not be approved that reduce the Level of Service below established standards.

Discussion: The City Engineer has determined that the project does not reduce Levels of Service below established standards.

Policy 3.04. Access points from the public right-of-way to private developments shall be located at appropriate locations.

Discussion: The City Engineer has determined that access to the proposed development is appropriate.

Policy 4.01. Pedestrian circulation should be provided by public sidewalks throughout residential neighborhoods. Sidewalks should be located on both sides of the street and be connected with other public/private trail systems. Sidewalks on arterial and collector streets should be consistent with the Streetscape Element of the Comprehensive Plan.

Discussion: As conditioned, the proposed plat includes sidewalks on both sides of the street throughout the plat. A meandering sidewalk is provided in the 35th Avenue SE roadway buffer. A trail connection is provided between the proposed plat and the trail system in the Highland Trails development.

Streetscape Element: Policy 1.02 and 3.01

Policy 1.02. Development proposals adjacent to identified roadways shall incorporate all requirements of the Streetscape Plans.

Discussion: A meandering sidewalk is located in this roadway buffer. The roadway buffer will be landscaped.

Policy 3.01 A 50-foot roadway buffer/cutting preserve shall be provided outside of the right-of-way to create a boulevard effect, and to separate pedestrian activity from the street corridor.

Discussion: A 50-foot roadway buffer is provided.

Environmental Features Element: Policies 1.01, 1.02, 2.01, 3.01, 4.03

Policy 1.01. Impervious structures should be set back a reasonable distance from streams and wetlands to ensure that riparian vegetation is undisturbed.

Discussion: Wetland buffers are provided in accordance with the City's critical area regulations. Penny Creek is located over 100 feet to the south of the subject property.

Policy 1.02. Detention ponds and basins should be incorporated into new development to ensure that post-development runoff is equal to the pre-development rate.

Discussion: The proposed development will utilize an existing detention pond, which will be reconstructed and designed in accordance with the 2001 Stormwater Manual.

Policy 2.01. Wetlands should be left in their natural state to preserve wildlife habitat and protect water quality and quantity values.

Discussion: On-site wetlands will not be disturbed. Associated buffers have been degraded from commercial site operations and will be restored and revegetated with native species.

Policy 3.01. Clearing and grading shall minimize erosion/sedimentation into streams, wetlands and other watercourses. Temporary and permanent erosion control measures are required.

Discussion: The recommended Conditions of Approval require erosion control measures.

Policy 4.03. Vegetated buffer zones should be preserved and/or established between development and watercourses to protect the integrity of the aquatic systems, to enhance water quality and to ensure adequate habitat for fish and wildlife.

Discussion: Wetland buffers are provided in accordance with the City's critical area regulations. These buffers will be revegetated with native species to enhance water quality and provide improved habitat for fish and wildlife.

Parks and Recreation Element: Policies 5.02 and 5.03

Policy 5.02. Park impact mitigation required for residential development.

Discussion: *Neighborhood Parks:* In lieu of payment of mitigation fees, the applicant is dedicating 1.2 acres of land for a public neighborhood park.

Community Parks: The Draft EIS for the project requires payment of fees to mitigate impacts to community parks.

Policy 5.03. Mini-parks shall be located in neighborhoods, residential areas, or planned area developments to support the recreational needs of the local residents.

Discussion: Two pocket parks are provided in the proposed development.

In summary, staff has reviewed the applicable policies of the Comprehensive Plan. Based on this review, staff finds that the proposed project with Conditions of Approval complies with the applicable policies.

CONSISTENCY WITH DEVELOPMENT REGULATIONS:

As stated previously, this application is being processed under the provisions of the Subdivision, Zoning, and Environmental sections of the MCMC (Chapters 16, 17 and 18). The following matrix evaluates the proposed project with the applicable development regulations:

Section 16.02.100: Critical areas and valuable natural features shall be preserved to the greatest extent possible.

Discussion: On-site wetlands will be preserved. Associated buffers will be restored.

Section 16.12.050: Density calculations, based on net developable area.

Discussion: Based on the net development, 105 – 252 units would be allowed. 225 units are proposed. The project meets the density calculations required for a PAD.

Section 16.12.060: Twenty percent of the net developable area of the PRD shall be established as open space.

Discussion: The project provides 64 percent of the net developable area in permanent open space, including wetlands and their associated buffers, the 50-foot roadway buffer, the neighborhood park, and two pocket parks.

Section 16.14.010: Requires a finding that the proposed subdivision is beneficial to the public health, safety, and welfare and is in the public interest. The proposed Preliminary Plat includes the adequate provision for: public health, safety and general welfare, open spaces, drainage ways, streets and other public ways, transit stops, water supplies, sanitary wastes, parks and recreation facilities, playgrounds, sites for schools and school grounds, mitigation of adverse environmental impacts, and protection of environmentally significant features.

Discussion: Streets and sidewalks will comply with standards recommended by the City Engineer. Mitigation is required to offset impacts of the development on parks and recreation facilities, identified City and County roadway projects, and fire protection facilities. Utilities are available with sufficient capacity to serve the proposed development. Stormwater drainage facilities will meet LOS standards as established within the Comprehensive Plan.

Section 17.12.020: Detached and attached single-family residential development is permitted as principal uses in the Medium Density Residential zone district.

Discussion: The proposed development will result in the subdivision of land for detached and attached single-family residential development.

Section 17.12.020: Required Density: Between 5 and 12 units per gross acre.

Discussion: The proposed density is 6.1 units per gross acre.

Section 17.12.060: Minimum lot size: No minimum lot size is required.

Discussion: Lot sizes vary from 1,500 square feet to 7,350 square feet.

Section 17.12.080: Building Setback for Detached Units:

Front yard – 15 feet for residence; 20 feet for garages.

Side yard – Total of 10 feet, which may be allocated to one side.

Rear yard – 25 feet on perimeter lots; 15 feet on interior lots.

**Detached garages with access from the front of the lot may be located in the rear yard area subject the setbacks required for accessory buildings (5 feet).*

Building Setback for Attached Units:

Front yard – same as above.

Side yard – 10 feet between ends of buildings for duplexes; 15 feet between triplexes and greater.

Rear yard – 10 feet for structures on platted lots.

Discussion: Setbacks are proposed to be modified through the PAD process. These modifications are outlined on page 14 of this staff report.

Section 17.12.090: Lot Coverage:

Single-family detached – 40 percent
Single-family attached – 50 percent

Discussion: Floor area ratios will be used in place of lot coverage.

Section 17.12.100: Maximum height – 30 feet

Discussion: Building heights will not exceed 30 feet.

Section 17.12.110: Open Space – minimum of 20 percent. 50 percent of required open space shall consist of usable land.

Discussion: A minimum of 2.1 acres of usable open space is required. The project provides 2.68 acres. Thus, the project complies with the usable open space requirement.

Section 17.12.120: Design Guidelines - Establishes design intent for open space, streets, residential development. Recommends using the *Residential Development Handbook for Snohomish County Communities* as a guideline (see **Attachment 5** for the applicable portions cited in the MDR zone district).

Open Space: The provision of open space is a design element of residential development in the City of Mill Creek, and may consist of neighborhood parks, tot lots, courtyards, private parks, roadway buffer/cutting preserves, and significant stands of trees.

Streets: To provide safe, efficient, and attractive streets. Street sections should accommodate vehicle traffic, pedestrians and bicycles. The amount of land and paving devoted to street use should be minimized to reduce impervious surface runoff, discourage speeding and reduce development costs that in turn affect housing affordability. The final determination for street section design shall be made by the City Engineer.

Residential Design and Development: To provide for quality residential development at higher densities than are found in typical suburban development, to depart from mundane, uniform development patterns and to promote a quality, open-appearing housing environment. General guidelines include:

- Structures should be designed to maximize privacy of adjacent uses through careful location of windows, varying building elevations and careful planning of private yards.

- The presentation of the structure to the street should not be dominated by garages and driveways. Angle garages to break up the monotony along streets or locate garages on the rear of the lots with alley access.

- Where garages face the street, the house front and entryway should be strongly emphasized through architectural features.

- Vary lot widths or stagger setbacks to create identity and variety.

- Avoid unvarying building elevations that are monotonous and appear dense. Provide relief through changes in siding material and application, window and door detailing, and providing a unifying design theme while providing details that distinguish individual units from one another. The design of adjacent houses should incorporate differences in massing and composition to avoid repetition.

- Attached dwellings should, as much as possible, give the appearance of customized homes. Configurations may either be as large single-family houses, as a collection of smaller structures, or the traditional row house dependent on the overall project design context.

Discussion: The design of the project has taken into consideration the design guidelines set forth in the MDR zone district and the *Residential Development Handbook for Snohomish County Communities*. The project provides open space in the form of natural areas and parks, streets have been laid out in an efficient pattern to provide a safe pedestrian environment, and narrower streets are proposed to minimize impervious roadway surfaces. Higher residential densities have been provided to meet the intent of the MDR zone district. Design guidelines prepared by the applicant will address architectural design elements that provide variety of design and avoid uniform development patterns.

Section 17.22.170: Undergrounding of new utilities required.

Discussion: As a condition of project approval, new utilities will be required to be placed underground.

Section 17.22.180: All new developments must be consistent with the provisions of the Comprehensive Plan. Developments shall not result in the reduction in Levels of Service for transportation and neighborhood parks—concurrency standards must be met.
Discussion: As previously discussed, the project is consistent with the applicable policies of the Comprehensive Plan and does not reduce Levels of Service below established standards.

Section 18.06.090: Wetland buffers required.

Discussion: Required buffers are provided, and buffer reduction and averaging requirements will be met.

Section 18.06.120: Mitigation plan required.

Discussion: The applicant has submitted a preliminary wetland mitigation plan that has been deemed consistent with Chapter 18.06, MCMC. A final mitigation plan is required prior to approval of engineering construction plans.

In summary, staff has reviewed the applicable development regulations and, based on this review, finds that the proposed project, subject to proposed conditions, complies with the applicable development regulations.

PART V – FINDINGS AND CONCLUSIONS, STAFF RECOMMENDATION, AND CONDITIONS OF APPROVAL

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 for 225 lots to be developed with detached and attached single-family residences.

2. The proposed plat is located within a Medium Density Residential zone district. Single-family residential development is a principal use in the Medium Density Residential zone district.

3. Access to the proposed plat would be from new public streets connected to Silver Crest Drive and 35th Avenue SE, which will be constructed by the applicant.

4. The proposed project has been reviewed under the provisions of the State Environmental Policy Act (SEPA) and Chapter 17.48 MCMC, Development Impact Mitigation. This review revealed that there may be significant adverse impacts upon elements of the natural and built environment. A Determination of Significance was issued by the City's SEPA Official, and a Draft Environmental Impact Statement (Draft EIS) was prepared to evaluate the impacts and identify mitigation for elements of the environment including Earth, Air, Water, Plants, Animals, Environmental Health, Land Use, Aesthetics, Recreation, Transportation, Public Services, and Utilities. The Draft EIS was issued on February 18, 2003.

5. In accordance with the Draft Environmental Impact Statement and Notice of Property Development Impact Mitigation issued by the responsible official on February 18, 2003, impact mitigation agreements will be required to mitigate the identified impacts.

6. The proposed project is 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. The County has determined that mitigation of impacts occurring from this development is required.

7. The proposed project is subject to an interlocal agreement between the City of Mill Creek and Snohomish County Fire District No. 7 for the review and mitigation of development impacts on fire services. The district has determined that mitigation of impacts occurring from this development is required.

8. The proposed project is subject to an interlocal agreement between the City of Mill Creek and the Everett School District for the review and mitigation of development impacts on District facilities. The District has determined that mitigation of impacts occurring from this development is required.

9. 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.

10. The proposed plat has been reviewed and found to be consistent with the applicable development regulations contained in Section 17.12 and Section 16.12, MCMC.

11. The proposed plat is consistent with the applicable development regulations with regard to residential use, density, lot design open space, and the provision of public facilities.

12. Pursuant to the PAD process in Section 16.12, MCMC, the applicant has requested modifications to allow reduced yard setbacks for primary and accessory structures, and increased lot coverage. Based upon the analysis within the staff report, the requested modifications are appropriate.

13. The proposed plat proposes adequate common open space as required by the provisions of the PAD review process.

14. The proposed plat includes property to be dedicated as a public neighborhood park consistent with the City of Mill Creek Comprehensive Plan, Land use and Parks and Open Space Elements.

15. The proposed residential development has been reviewed in regard to the requirements of Section 16.14.010. The development, subject to the conditions below, is found beneficial to the public health, safety, and welfare and is in the public interest.

16. If approved subject to the conditions recommended below, the proposed plat will be consistent with the requirements of Titles 16, 17, and 18 MCMC.

17. The proposed project, as conditioned, will not reduce the Level of Service on the City's transportation system below the established minimum standards.

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

STAFF RECOMMENDATION:

Based upon the findings and conclusions stated above, staff recommends approval of the Preliminary Plat subject to the following Conditions of Approval. These conditions include and incorporate the mitigation measures set forth in the Mill Creek East Draft EIS.

Preliminary Plat:

1. Development shall occur as portrayed on the Preliminary Plat map attached as Exhibit B to the Planning Commission Resolution, except as may be modified by conditions imposed by the Planning Commission.

2. The maximum number of building lots shall be 225. Construction shall be limited to one detached or attached single-family residence per lot.

Street Trees/Landscaping:

3. The applicant shall submit for City approval a landscape plan for all public streets within the plat, the roadway buffer, the neighborhood park, and entry landscaping. The landscape plan shall be prepared in accordance with the landscape requirements set forth in Section 17.34.040, MCMC by a licensed landscape architect and shall be reviewed and approved by the City's Design Review Board prior to Final Plat approval. The plan shall be implemented commensurate with house construction. No certificate of occupancy shall be issued until required landscaping is satisfactorily installed on the subject property.

Critical Areas:

4. The applicant shall submit to the City for review and approval a final wetland mitigation plan. Said plan shall be developed in accordance with Chapter 18.06, MCMC, and contain the wetland mitigation goals outlined on page 60 of the Mill Creek East Draft EIS. The developer and the City shall enter into an agreement for implementation of the plan secured by a performance bond equal to 125 percent of the cost of labor and materials. In addition, the developer and the City shall enter into a secured agreement that will ensure the applicant's compliance with the monitoring schedule contained within the final buffer enhancement plan. Said agreement shall be reviewed and approved by the City Attorney and recorded prior to the commencement of site work. The wetland buffers shall be planted before Final Plat approval.
5. Wetlands and their associated buffers shall be protected by being designated as a separate tract or preserved through a permanent protective mechanism acceptable to the Community Development Department. The location and use limitations associated with wetlands and buffers shall be shown on the face of the plat.

6. Project lighting shall be designed and shielded to avoid light spillover into wetlands and their associated buffers.

7. Post and rail fencing, consistent with the North Creek Trail standards, shall be installed along wetland buffers. Critical area signage shall be installed along the edge of the wetland buffers.

Project Signage:

8. The applicant shall submit, for City approval, plans for the subdivision identification sign. The plans shall be reviewed and approved by the City's Design Review Board before installation.

Parks and Recreation:

9. The applicant shall dedicate to the City of Mill Creek land shown on the Preliminary Plat as a public neighborhood park. Said dedication shall satisfy in full the applicant's obligation to mitigate impacts of the proposed development to the City's neighborhood park system.

10. The applicant shall contribute $335,362.50 to mitigate impact on City Community Park facilities. Verification of payment shall be provided to the City before Final Plat approval.

Project Design

11. The applicant shall submit to the City for review and approval, final architectural design guidelines that provide clear design guidance for building architecture and site elements.

12. The buildings, material composition, colors, signage, and landscaping for the attached units shall be designed in accordance with Sections 17.22.120 and 17.34.040, MCMC, and reviewed and approved by the City's Design Review Board prior to issuance of building permits.

Frontage and Access Improvements:

13. The design and construction of all plat improvements along 35th Avenue SE, including utilities, drainage, sidewalks, curbs and roadways shall be coordinated with the ongoing Snohomish County roadway reconstruction project. Any damage or delay to the 35th Avenue SE project due to the construction of the plat shall be the responsibility of the applicant.

14. Frontage improvements are required along Silver Crest Drive by Snohomish County. Unless a deviation is granted, these improvements and the access point on Silver Crest Drive shall be designed to Snohomish County EDDS standards and constructed to the satisfaction of the Snohomish County Public Works Department.

15. All interior roadways shall be designed and constructed to meet all emergency vehicle access requirements and City of Mill Creek standards. Unless otherwise approved by the Director of Public Works, the public road sections shall consist of vertical curb and gutter, a minimum five-foot planter strip and a minimum five-foot sidewalk on both sides of the streets, 11-foot minimum travel lanes, and on-street parking stalls as designated on the site plan. All roads that provide access to stormwater facilities shall be designed for maintenance vehicles.

16. Avenues A and B shall be widened to 24 feet as measured from curb to curb. On-street parking shall be limited to only one side of the road.

17. Site visibility easements shall be dedicated to the City on the face of the Final Plat at the development access points. Dimensions for the easement shall be determined by the applicant's engineer to the satisfaction of the Director of Public Works.

Traffic Mitigation:

18. The applicant shall contribute to the City's transportation mitigation program based on the projected traffic distribution as outlined below. Verification of payment of this fee is required before Final Plat approval.

Segment	# of Trips
Seattle Hill Road	63
164th Street Southeast	63
Dumas Road	31
Trillium Boulevard	32
Mill Creek Boulevard east of SR 527	0
Mill Creek Boulevard west of SR 527	32
Village Green Drive	42
148th Street Southeast	74
153rd Street SE @ SR 527	32
TOTAL	**369**

At $71 per trip, this results in a traffic mitigation fee in the amount of $26,199.

19. Pursuant to the interlocal agreement between the City of Mill Creek and Snohomish County, the applicant shall contribute traffic mitigation fees in the amount $180,944 to Snohomish County. If approved by Snohomish County, a Transportation Demand Management credit shall be applied to mitigation fees. Verification of payment of these fees shall be made prior to Final Plat approval.

Storm Drainage Facilities:

20. The applicant shall have drainage improvements designed and installed for the project site in accordance with the City of Mill Creek standards, the 2001 Department of Ecology (DOE) Stormwater Management Manual for Western Washington and any permit requirements established by the State Department of Fish and Wildlife.

21. All landscaped areas shall be amended with a minimum of four inches of compost to a depth of 6 to 12 inches to improve the on-site retention of stormwater.

22. The applicant shall assess the impacts of the proposed stormwater system on the flow regimes along 35th Avenue SE in the drainage report. If necessary, the applicant will mitigate for effects to the Snohomish County drainage system along 35th Avenue SE to the satisfaction of the Snohomish County Public Works Department.

23. The existing 30-inch drainage outlet pipe shall be inspected with remote video equipment during plat construction to determine its condition, and the results submitted to the City for review.

Repair or replacement of the pipe shall be done as necessary to the satisfaction of the Director of Public Works.

24. The applicant shall assess the impacts of the proposed stormwater system on the flow regimes along 35th Avenue SE in the drainage report. If necessary, the applicant will mitigate for effects to the Snohomish County drainage system along 35th Avenue SE to the satisfaction of the Snohomish County Public Works Department.

25. The applicant shall include all required drainage improvements in the engineering design plans and stormwater report for the Director of Public Works approval. The approved stormwater system shall include the following elements and conditions:

    A. Detention and water quality treatment facilities with a conveyance system that meets the requirements of the City of Mill Creek, the Department of Fish and Wildlife and the 2001 Department of Ecology Stormwater Management Manual for Western Washington.

    B. The bottom and sides of the detention pond shall be lined with an impervious material to prevent groundwater seepage from the adjacent wetland.

    C. The detention pond pump shall be designed and constructed to have an emergency back up system, including a spare pump, an alarm to indicate pump failure and a generator hook up for operation during a power failure.

    D. An adjustable inlet structure shall be installed in Wetland A to help maintain the pre-developed water level.

    E. Roof runoff from buildings adjacent to Wetland A shall be discharged directly to the edge of the wetland with level spreaders.

    F. Detailed procedures and schedules for the maintenance of the stormwater system shall be included in the final drainage report and on the site improvement plans.

    G. Requirements that the property owners are obligated to own, maintain and operate the stormwater system to the City's satisfaction. This obligation shall be secured by a Homeowners Association escrow account or similar financial mechanism designated for stormwater maintenance. The minimum amount in the escrow account shall be determined by the Director of Public Works.

    H. Provisions on the Final Plat for maintenance of the stormwater system, including, but not limited to adequate access to maintenance locations, provisions and easements that allow the City to inspect, maintain, and/or operate the detention and treatment system at its discretion, and adequate easement provisions to ensure uninterrupted function of the facilities of the proposed development.

I. A final stormwater drainage report signed and stamped by a licensed professional engineer shall be submitted to the Director of Public Works for review and approval.

J. A minimum 5-year monitoring plan shall be prepared to gauge the effectiveness of the water quality treatment facilities and the performance of the stormwater system. A baseline evaluation of the system with semi-annual assessments is required at a minimum, and all procedures, required testing and water quality standards shall be outlined in the plan.

Utilities:

26. All utilities within the project and along all frontage areas shall be placed underground in accordance with City Code. No new utility poles shall be installed in the project's frontage. Open trenching on 35th Avenue SE shall not be allowed for the installation of new utilities. The existing overhead power lines on 35th Avenue SE shall be placed underground if acceptable to the Snohomish County PUD and feasible from a geotechnical aspect. Appropriate easements or right-of-way for all utilities shall be provided by the applicant as shown on the face of the Final Plat.

27. The applicant shall install water and sewer utilities to the public neighborhood park for irrigation and future restroom facilities. Each water service connection shall include the installation of the appropriate size water meter. The size and number of utility stubs shall be approved by the Director of Public Works. Prior to building occupancy, the park shall be graded and finished to provide a mowable surface, a temporary irrigation system installed, and then hydroseeded with a City approved seed mix. The applicant shall install landscaping in the park that has been approved by the City Design Review Board.

28. Water and sewer facilities shall be designed and installed in accordance with the requirements of the Silver Lake Water District.

Lighting:

29. Adequate street lighting shall be installed along the interior plat roadways. The street light type (pole and luminaire head) and light levels shall be consistent with adjacent residential developments unless otherwise approved by the Director of Public Works. Lighting calculations and plans shall be submitted for review by City staff prior to installation. The applicant shall be responsible for the first year of operational costs for the street lights.

30. Pedestrian lighting shall be installed along the pedestrian trail within the 35th Avenue SE roadway buffer. The design of the pedestrian lights and light levels shall be approved by the Director of Public Works.

Site Clearing and Grading:

31. The applicant shall provide grading, stormwater, and erosion and sediment control plans to the satisfaction of the Mill Creek Director of Public Works prior to commencing any clearing for the site. Said plans shall include measures to mitigate construction impacts, including the mitigation measures identified on pages 49 and 64 of the Mill Creek East Draft EIS. All public improvement work shall be adequately secured through a secured agreement acceptable to the Mill Creek Director of Public Works before starting work.

32. Site clearing and grading shall be restricted to only those areas depicted on the clearing and grading plans and approved by the Directors of Public Works and Community Development. No other clearing is allowed without the written approval of the City.

33. Dust and erosion shall be controlled by promptly covering exposed stockpiles, watering areas of soil disturbance, and using a street sweeper on adjacent roads.

34. Building plans will not be accepted until the Directors of Public Works and Community Development have approved the site improvement construction.

35. A Snohomish County haul route agreement shall be secured before beginning plat construction.

Snohomish County Fire District No. 7:

36. The applicant shall contribute $365.00 for each residential unit to mitigate impacts of the project on fire district facilities/services. Based upon 225 units, $82,125.00 is required to offset impacts to Fire District facilities. Verification of payment of fire mitigation fees is required prior to Final Plat approval.

37. Fire hydrant design, location, and spacing shall be reviewed and approved by Fire District No. 7 and the Silver Lake Water District.

Schools:

38. In accordance with the interlocal agreement between the City of Mill Creek and the Everett School District, school mitigation fees are required to offset impacts upon district facilities. Based upon 225 single-family units, the applicant shall pay $291,333.10 in mitigation fees to offset impacts to district facilities. Verification of payment of school district mitigation fees is required prior to Final Plat approval. The applicant shall enter into a voluntary agreement with the Everett School District.

Easements:

39. All utility, stormwater, drainage, and maintenance easements, and property buffers, street and park land dedications, and pedestrian easements, together with attendant restrictions and conditions, shall be portrayed on the face of the Final Plat.

40. Public access easements shall be provided for all pedestrian pathways located within the plat and outside of a public right-of-way.

Miscellaneous:

41. Mail boxes shall be grouped or clustered in lockable hutches in locations identified by the United States Postal Service and the Mill Creek Police Department. Structures shall be enclosed in a decorative wood enclosure to the satisfaction of the City Engineer.

42. The subdivision shall be incorporated into a Homeowners Association, which will be responsible for the maintenance of all privately owned common facilities. In addition, the CC&Rs for the association shall include a provision prohibiting the use of garage parking spaces for storing recreational vehicles and other personal items so that garage parking spaces are maintained as such.

43. Dust shall be controlled by watering areas of soil disturbance during construction. All fireplaces shall be either natural gas appliances or certified pellet/wood stoves or inserts.

44. Construction hours shall be pursuant to City regulations. Additional noise control measures as identified on page 104 of the Mill Creek East Draft EIS shall be implemented as appropriate.

Attachments: Attachment 1 – Vicinity Map
Attachment 2 – Legal Description
Attachment 3 – Preliminary Architectural Design Guidelines
Attachment 4 – Typical Site Plans, Sections, and Elevations
Attachment 5 – Sections of the Residential Development Handbook for Snohomish County Communities

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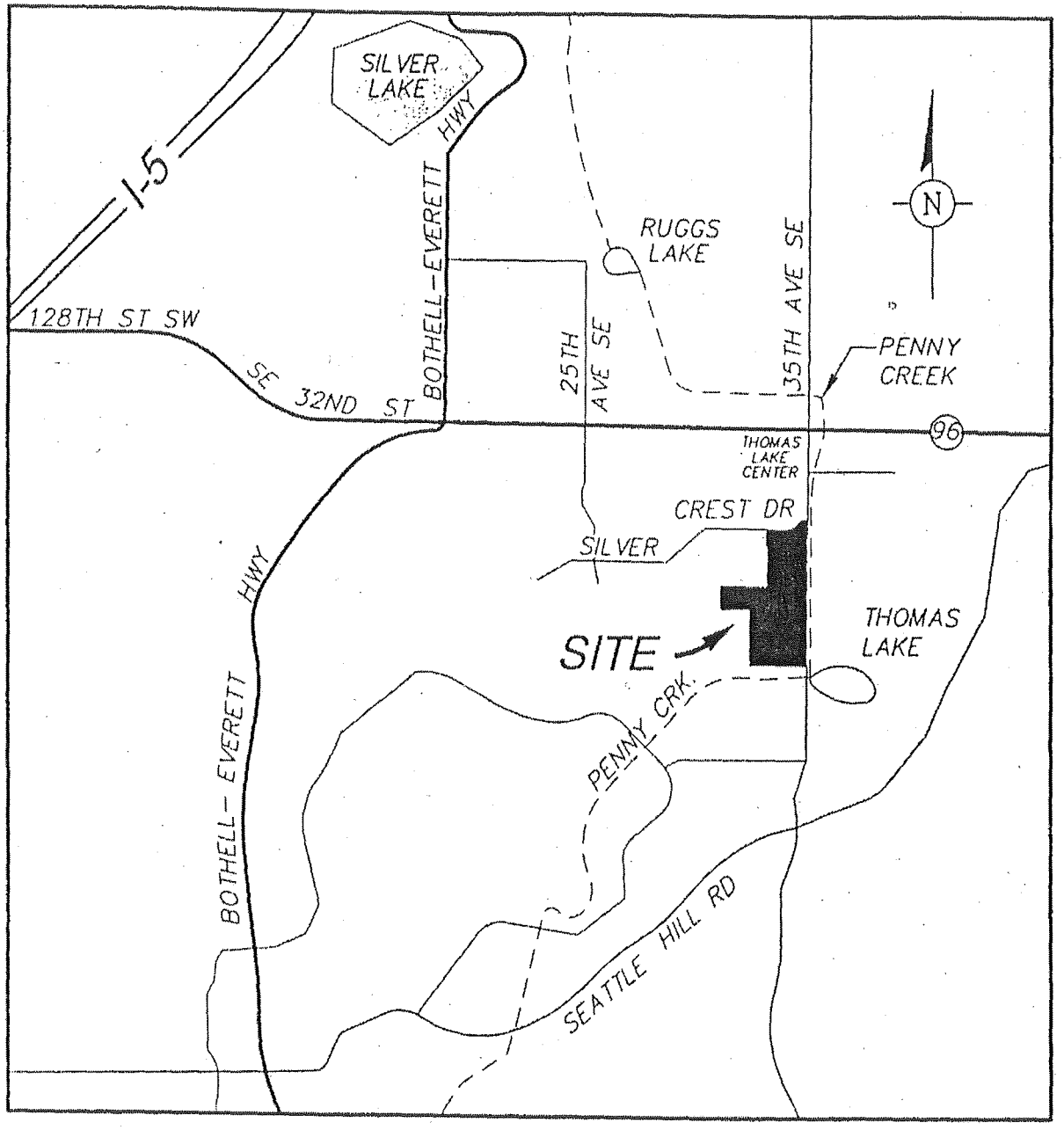
ATTACHMENT 1

VICINITY MAP



Attachment 2
Legal Description

LEGAL DESCRIPTION:

PARCEL ONE

THE NORTH 3/4 OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M; EXCEPT THE SOUTH 561 FEET; EXCEPT 35TH AVENUE S.E.; AND EXCEPT ANY PORTION THEREOF WITHIN THE PLAT OF SILVER CREST, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 29 OF PLATS, PAGES 9 AND 10, RECORDS OF SNOHOMISH COUNTY, WASHINGTON.

PARCEL TWO

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M., DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT OF THE EAST LINE OF SAID SUBDIVISION WHICH IS SOUTH 0°17'24" EAST 434.44 FEET FROM THE NORTHEAST CORNER THEREOF, AND THE TRUE POINT OF BEGINNING; THENCE SOUTH 89°57'46" WEST 790 FEET; THENCE SOUTH 0°02'14" EAST 137.47 FEET; THENCE NORTH 80°05'30" EAST 801.87 FEET TO THE TRUE POINT OF BEGINNING; EXCEPT PORTION THEREOF LYING WITHIN SILVER GLEN, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 62, RECORDS OF SNOHOMISH COUNTY, WASHINGTON; AND EXCEPT PORTION LYING WITHIN 35TH AVENUE S.E.

PARCEL THREE

THE NORTH 363 FEET OF THE SOUTH 561 FEET OF THE NORTH 3/4THS OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.; EXCEPT THE WEST 700 FEET THEREOF; AND EXCEPT THAT PORTION THEREOF LYING WITHIN THE FOLLOWING DESCRIBED TRACT: BEGINNING AT A POINT ON THE EAST LINE OF SAID SUBDIVISION, WHICH IS SOUTH 0°17'24" EAST 434.44 FEET FROM THE NORTHEAST CORNER THEREOF, AND THE TRUE POINT OF BEGINNING; THENCE SOUTH 89°57'46" WEST 790 FEET; THENCE SOUTH 0°02'14" EAST 137.47 FEET; THENCE NORTH 80°05'30" EAST 801.87 FEET TO THE TRUE POINT OF BEGINNING. ALSO EXCEPT ANY PORTION THEREOF LYING WITHIN THOMAS LAKE ROAD (35TH AVENUE S.E.)

PARCEL FOUR

THE EAST 635 FEET OF THE SOUTH 198 FEET OF THE NORTH 3/4THS OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.; EXCEPT ANY PORTION THEREOF LYING WITHIN THOMAS LAKE ROAD (35TH AVENUE S.E.)

PARCEL FIVE

THE SOUTH HALF OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.; EXCEPT COUNTY ROADS.

PARCEL SIX

THE NORTH 439.95 FEET, AS MEASURED ALONG THE EAST LINE, OF THE EAST 899.21 FEET, AS MEASURED ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M., RECORDS OF SNOHOMISH COUNTY, WASHINGTON; EXCEPT THE EAST 30.0 FEET THEREOF FOR COUNTY ROAD.

PARCEL SEVEN

THE SOUTH 340 FEET OF THE NORTH 779.95 FEET, AS MEASURED ALONG THE EAST LINE THEREOF, OF THE EAST 899.21 FEET, AS MEASURED ALONG THE NORTH LINE THEREOF, OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.

ALL SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

Attachment 3
Mill Creek East Preliminary Architectural Design Guidelines
Planned Residential Development
January 22, 2003

DEVELOPMENT GUIDELINES

All development, construction, renovation, remodels and improvements shall be governed by a Declaration of Covenants, Conditions and Restrictions (CC&R's). This declaration shall be in place prior to commencement of any construction and be recorded against all properties within the development.

The primary design emphasis for the Mill Creek East Planned Residential Development (PRD) is to create a pedestrian-oriented, human-scaled neighborhood that takes its design cues from traditional American architectural styles from the first half of the 20th century, including Craftsman, Queen Anne, and Bungalow styles.

To achieve these goals, the Mill Creek East PRD, as a condition of its builder(s) and developer(s), shall adopt written architectural guidelines.

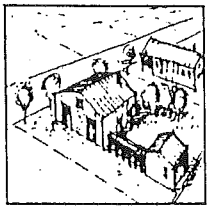
RESIDENTIAL PROVISIONS	PROPOSED REGULATIONS
Type A Lots – **Single-Family Detached Houses** Front-loaded garages attached to house.	
Lot Size	Minimum: 3,000 SF Maximum (corner lots): 4,125 SF to 7,350 SF Typical (internal lots): 3,000 SF to 3,400 SF
Floor Area Ratio (FAR) FAR is defined as the total enclosed habitable area of a dwelling unit.	FAR Typical for Internal Lots: 0.5 – 0.67
Building Setbacks	Front Yard: Front porch setback 10 ft. Any steps leading up to front porch would occur within the setback. Front of garage setback 20 ft. Any fences to be * 30" height. Side Yard @ Porches: Total of 8 ft.: 5 ft. along porch and 3 ft. along garage. Any fences to be * 30" height. Side Yard @ Behind Porches: Total of 6 ft.: 3 ft. along either side of house. Any fences to be * 72" (6 ft.) height. Rear Yard: 25 ft. at perimeter of project and 15 ft. at interior lots. Patios/decks * 30" height above grade will be permitted within the rear yard setback. Any fences to be * 72" (6 ft.) height.

RESIDENTIAL PROVISIONS	PROPOSED REGULATIONS
Building Height	Maximum Height: Two stories not to exceed 30 ft.
Type A Lots – **Single-Family Detached Houses** Shared driveway to detached garages behind houses.	
Lot Size	Minimum: 3,000 SF Maximum (corner lots): 4,125 SF to 7,350 SF Typical (internal lots): 3,000 SF to 3,400 SF
Floor Area Ratio (FAR) FAR is defined as the total enclosed habitable area of a dwelling unit.	FAR Typical for Internal Lots: 0.57 – 0.67
Building Setbacks	Front Yard: Front porch setback 10 ft. Any steps leading up to front porch would occur within the setback. Front of garage setback 20 ft. Any fences to be * 30" height. Side Yard @ Porches/Shared Drive: Total of 14 ft.: 6 ft. for 1/2 of shared drive plus 3 ft. for landscaping along porch; 5 ft. along front of house opposite porch – depth to match porch depth. Any fences to be * 30" height. Side Yard @ Behind Porches: Total of 12 ft.: 6 ft. for 1/2 of shared drive plus 3 ft. for landscaping along house; 3 ft. along house. Any fences to be * 72" (6 ft.) height. Rear Yard: 25 ft. at perimeter of project and 15 ft. at interior lots. Patios/decks *30" height above grade will be permitted within the rear yard setback. Any fences to be * 72" (6 ft.) height. Side & Rear Yard Exception – Garages: 2-car garages will be permitted within the side and rear yard setbacks; attached to garages from adjacent lots along the side and rear property lines.
Building Height	Maximum Height: Two stories not to exceed 30 ft.

RESIDENTIAL PROVISIONS	PROPOSED REGULATIONS
Type B Lots – Duplexes Alley-loaded garages.	
Lot Size	Minimum: 2,150 SF Maximum (corner lots): 2,730 SF Typical (internal lots): 2,150 SF
Floor Area Ratio (FAR) FAR is defined as the total enclosed habitable area of a dwelling unit.	FAR Typical for Internal Lots: 1.02
Building Setbacks	Front Yard: Front porch setback 10 ft. Any steps leading up to front porch and any bay windows would occur within the setback. Any fences to be * 30" height. Side Yard: 6 ft. at open side; 0 ft. along side attached to adjacent unit. Any fences to be * 72" (6 ft.) height at interior lots and * 30" height at corner lots. Rear Yard: No setback. Garages would be built up to the rear property line.
Building Height	Maximum Height: Two stories not to exceed 30 ft.
Type C Lots – **3-Plexes @ Block 20 & 5-Plexes @ Avenue G** Shared auto court to garages.	
Lot Size	Minimum: 1,500 SF Maximum (corner lots): 2,250 SF Typical (internal lots): 1,500 SF
Floor Area Ratio (FAR) FAR is defined as the total enclosed habitable area of a dwelling unit.	FAR Typical for Internal Lots: 0.80

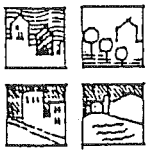
RESIDENTIAL PROVISIONS	PROPOSED REGULATIONS
Building Setbacks – 3-Plexes at Block 20	Front Yard Facing Street: Front porch setback 10 ft. Any steps leading up to front porch and any bay windows would occur within the setback. Any fences to be * 30" height. Front Yard Facing Commons Open Space: Front porch setback 5 ft. from back of sidewalk – 50 ft. from centerline of commons area. Any steps leading up to front porch and any bay windows would occur within the setback. Any fences to be * 30" height. Side Yard: 10 ft. at open sides facing street; 0 ft. along side attached to adjacent unit. Any fences to be * 30" height at open sides. Rear Yard: 12 ft. minimum setback to centerline of garage court.
Building Setbacks – 5-Plexes at Avenue G	Front Yard Facing Street: Front porch setback minimum 15 ft. Any steps leading up to front porch and any bay windows would occur within the setback. Any fences to be * 30" height. Front Yard Facing Landscaped Entry Court: Front porch setback minimum 5 ft. from back of sidewalk – minimum 15 ft. from centerline of entry landscaped court. Any steps leading up to front porch and any bay windows would occur within the setback. Any fences to be * 30" height. Side Yard: No setback on open sides at perimeter of project along 35th Avenue S.E.; 10 ft. along open sides facing Avenue G; 0 ft. along side attached to adjacent unit. Any fences to be * 72" (6 ft.) height at open sides facing 35th Avenue S.E., and * 30" height at open sides facing Avenue G. Rear Yard: 12 ft. minimum setback to centerline of garage court.
Building Height	Maximum Height: Two stories not to exceed 30 ft.

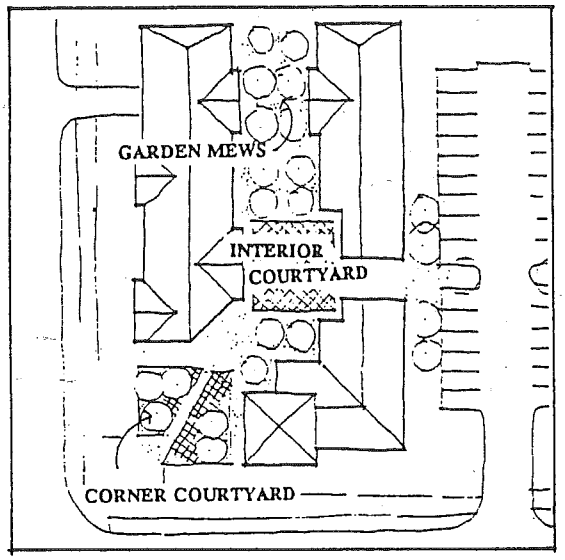
END OF ARCHITECTURAL GUIDELINES



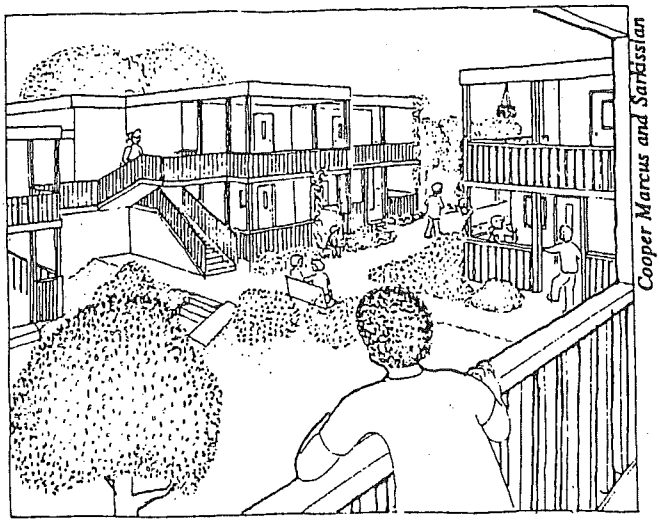
Siting

SP 3.1 Creating Usable Open Space





Several kinds of usable outdoor spaces can be created by the careful siting of buildings and appropriate landscape design.



Cooper Marcus and Sarkissian

Outdoor areas from residences like yards, terraces and balconies which overlook common outdoor space make the space more enjoyable and safe.

Intent:

To provide residents with inviting and well defined outdoor spaces.

Guidelines:

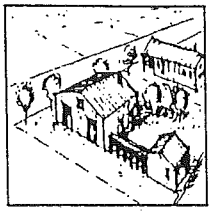
Organize and site multi-family residential buildings to create usable open space by creating one or more of the following:

- o Well landscaped courtyards to be usable by the residents and visible from the units to enhance security.
- o Individual outdoor spaces for all ground floor units.
- o Rooftop decks, balconies and well defined patios.
- o Play areas for children, located away from the street edge and parking lots.
- o Group or individual gardens/small plots for residents' use.
- o Other similar outdoor open spaces

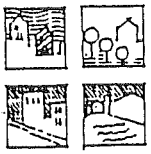
Open space must be large enough to accommodate human activity and seating. Balconies should generally be 6' deep.

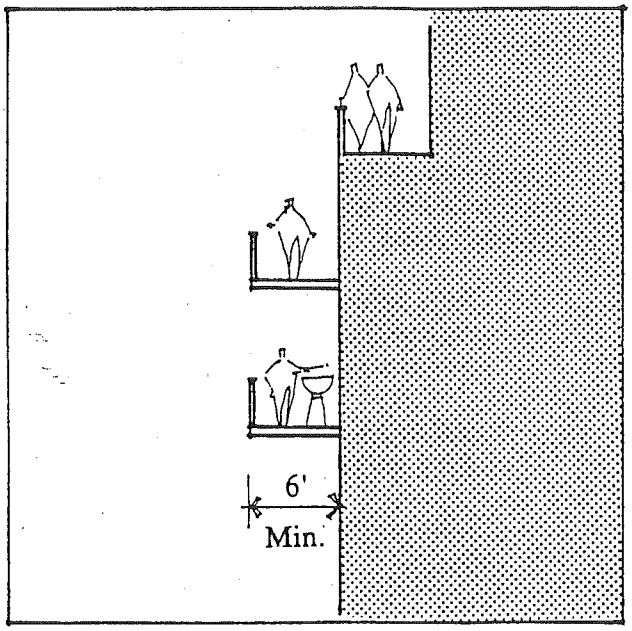
Orient outdoor spaces to receive sunlight. When possible orient spaces to face east, west or preferably south.

Provide paths, site furniture, lighting, and elements which will make outdoor spaces more enjoyable and better used.



SP 3.1 Creating Usable Open Space (cont.)





Typically, balconies and rooftop decks should be 6' deep to be truly usable.

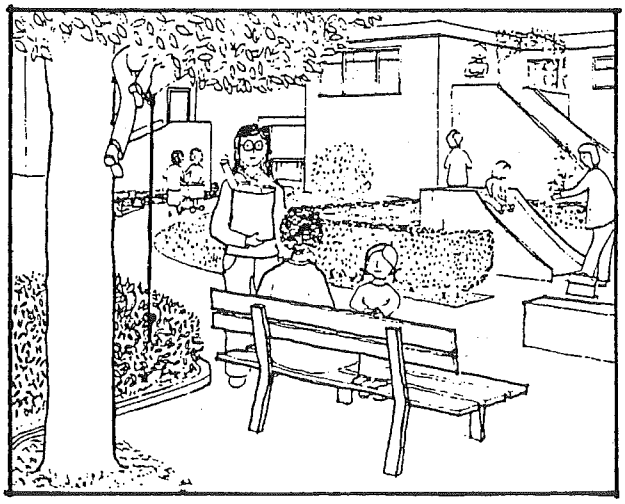
Residential building complexes should acknowledge and provide recreation activity space for toddlers and other children.

Applicability:

All developments in all contexts.

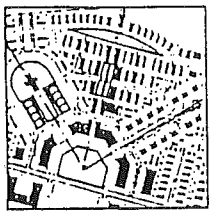
Related Guidelines:

S 4.1 Buffering Private Residential Spaces



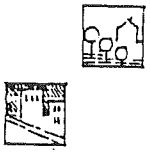
Cooper Marcus and Sarkissian

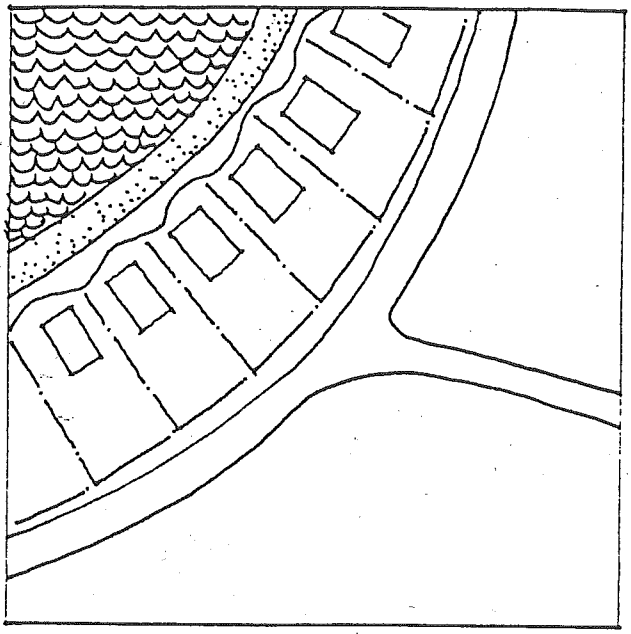
When neighbors frequently pass through a space where they see each other and can stop for a chat, the seeds of community are sown.



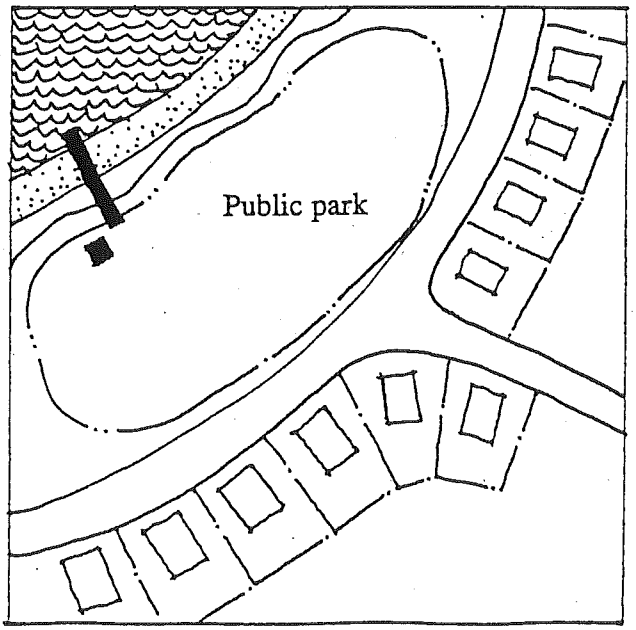
Community Open Space

NP 3.1 Creating Usable Open Spaces





Typical development.



Development providing an amenity to many more lots.

Intent:

To create community open space amenities which lend identity to a neighborhood and are used by its residences in many ways.

To create a system or "necklace" of parks which are accessible and interconnect, providing for a greater amenity to the community.

Guidelines:

Develop a variety of public open spaces in every community to provide for a variety of natural conditions and neighborhood uses.

Recreational open space is critical for the needs of a community, especially for its youth. All neighborhoods and larger communities should integrate facilities for sports and recreation, bike trails and tot playgrounds. See NP 3.2 Community Parks and Recreation for more details.

Neighborhoods should also have, when appropriate, small residential squares or pocket parks for passive recreation opportunities like strolling, sitting and meeting, and enjoying views. These squares lend identity to a neighborhood and create increased value for the properties around them. See NP 3.3 Residential Squares/Pocket Parks.

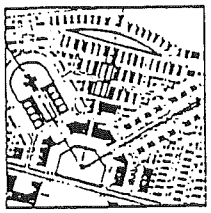
Create pedestrian and bicycle paths and activity areas for children in these open spaces.

Applicability:

All neighborhoods in suburban growth areas.

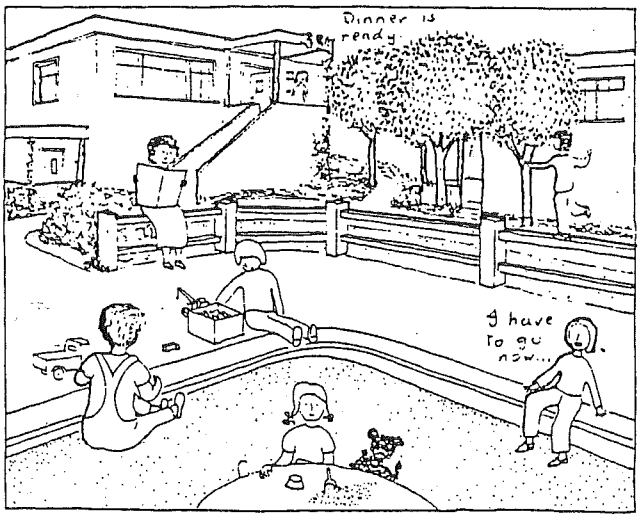
Related Guidelines:

NP 3.2 Parks and Open Space
NP 3.3 Residential Squares/Pocket Parks
NP 3.4 Reinforcing Natural Features
NP 3.5 Linear Parks
NP 3.7 Bicycle Paths



Community Open Space

NP 3.2 Parks and Open Space



Cooper Marcus and Sarkissian

Small children's play areas should be sited within view of dwellings to allow casual surveillance from home.

Usable open space in a Mill Creek multi-family development which provides play area for children.

Intent:

To provide open spaces within the community for active and passive recreation.

To create open space amenities which lend identity to a neighborhood.

Guidelines:

Easily accessible open spaces for recreation should be provided to all community residents. These open spaces can include small miniparks for neighborhood use to larger community or county-wide connected systems for hiking and biking. All developers of residential projects have an obligation to work with the local government to insure that these needs are met.

Implementation Notes:

The open space and recreation requirements may be met in a number of ways:

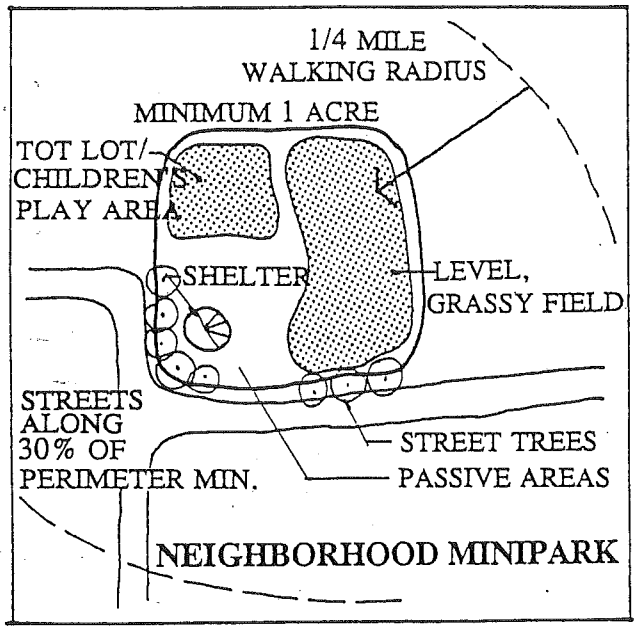
- o by providing on-site open space
- o by providing off-site public facilities
- o by contributing to the local governments park and recreation fund (development impact fees)
- o by setting aside land for park development

The local government should prepare:

- o A parks open space and recreation plan that identifies planned projects and/or performance standards for parks and recreation.

Community Open Space

NP 3.2 Parks and Open Spaces (cont.)



Implementation Notes (cont.):

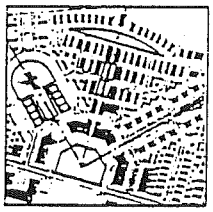
- o A means for funding or providing the facilities as development occurs and the population increases.
- o A process to work with developers by which to easily facilitate project review and establishment of project requirements.

There are several different standards for park planning, the simplest being the often quoted 10 acres of open space per 1000 residents. In reality, such a simplified standard is difficult to meet and says nothing about the quality of the open space nor appropriateness to local needs.

Generally parks departments set their own policies through a technical needs analysis with public participation. The amount and type of development participation should depend on the situation.

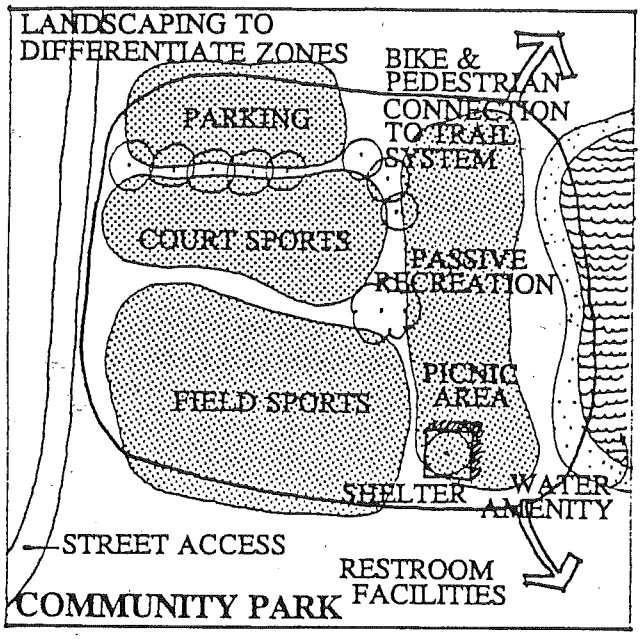
There are many different types of open spaces for recreational needs. Open spaces range in size from neighborhood miniparks for toddlers and passive recreation to community sports facilities for football and softball, to linear pedestrian and bicycle path systems through protected areas.

This guideline addresses two types: neighborhood parks/playgrounds (miniparks) and community parks. Small open space for passive uses like strolling and meeting are discussed in NP 3.3 Residential Squares/Pocket Parks.



Community Open Space

NP 3.2 Parks and Open Spaces (cont.)



Neighborhood Park/Playground (Miniparks)

Miniparks, generally less than 2 acres in size are recreation areas for neighborhood youth. These areas support informal recreational needs, like small fields for kicking a soccer ball or passing a football or frisbee. Other uses could include more passive recreation like reading and strolling. Neighborhood playgrounds should also have small children's play areas.

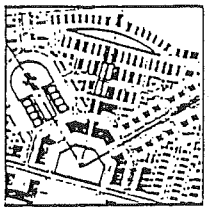
Miniparks usually serve each neighborhood pedestrian unit (or about 1,000 residents). At least 30% of its edges should front and be accessible from local streets with sidewalks. Local streets should accommodate parking for miniparks under 2 acres. The main criteria for the siting of miniparks is that they be within a 1/4 mile walking radius of nearly all the residents in a neighborhood and have clear and safe access for pedestrians and bicycles.

Typical facilities for miniparks include the following.

* Level grassy field for informal ball sports
* Children's play facility
* Benches, small tables or a gazebo structure for neighborhood events.
* Landscaping to define specific use zones within the park and provide a screen to street traffic.

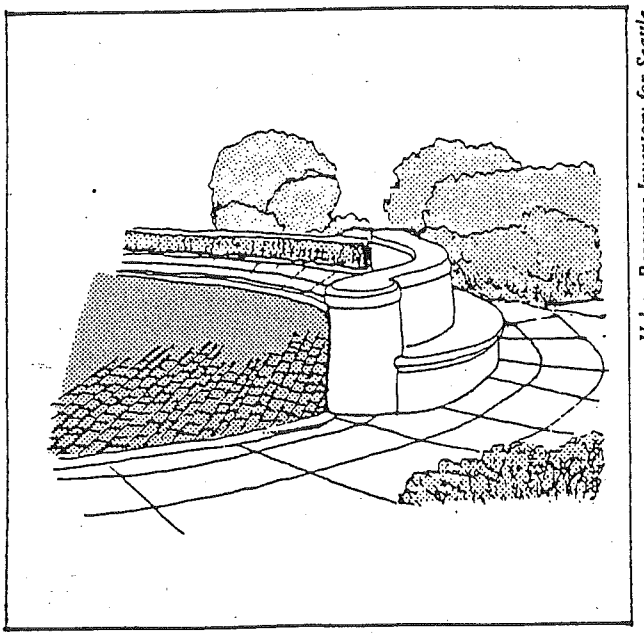
Community Park

Community Parks serve several neighborhoods and up to 5,000 residents. These parks demand greater care in siting and can adjoin schools or amenities like lakes. Siting criteria should include that the location of community parks be within 1/2 mile of nearly all residents. Access should principley be by walking and bicycling, but provisions for parking should also be made.



Community Open Space

NP 3.2 Parks and Open Spaces (cont.)



Urban Resource Inventory for Seattle

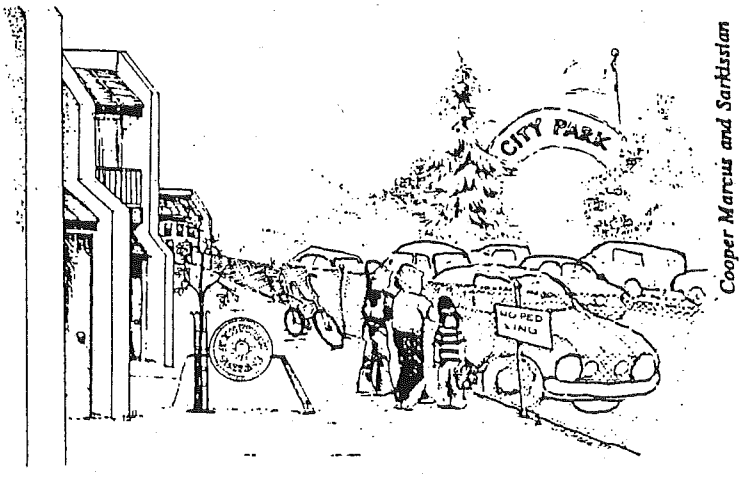
Park furniture.

Applicability:

All neighborhood development in urban growth areas.

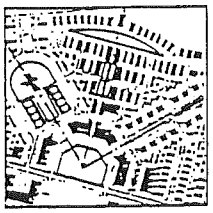
Related Guidelines:

NP 1.1 Pedestrian Oriented Communities
NP 2.3 Community Service Units
NP 3.1 Creating Usable Open Space
NP 3.4 Reinforcing Natural Features
NP 3.5 Linear Parks



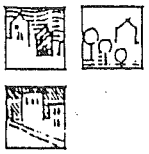
Cooper Marcus and Sarkissian

If a local park is situated across a busy road from the housing it is suppose to serve, it might as well be miles away in terms of accessibility to children.



Community Open Space

NP 3.3 Residential Squares/Pocket Parks



A residential square, bordered by streets.

Intent:

To create defined, intimate public spaces which lends identity to the homes which surround it.

To allow for a variety of uses and users. For example, tot-lots and benches for reading and meeting, etc.

Guidelines:

An open space of at least 1/2 acre should be set aside as a residential square for every 200 units, in addition to other required spaces. This space allotment may take the form of a number of small squares, no smaller than 1/4 acre.

Squares should have neighborhood landmarks like fountains, monuments and bandstands to create focal points and organize other park elements, like lighting, landscaping and furniture.

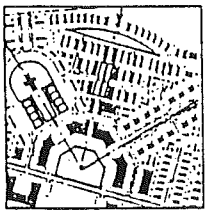
Landscape elements should not generally restrict gathering and circulation. The edges of the square should be clearly defined.

Site mainly residential uses adjoining the square, though appropriate exceptions allowed for public and educational facilities.

Integrate residential squares into the pattern of neighborhood streets around it. Locate adjacent to streets which connect to other squares or to the neighborhood center.

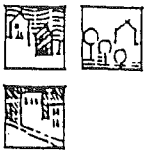
At least 66% of the perimeter should be visible and accessible from the streets, making them safer places to be in. Visibility enhances resident's responsibility for maintenance, vigilance and safety, in addition to appreciation.

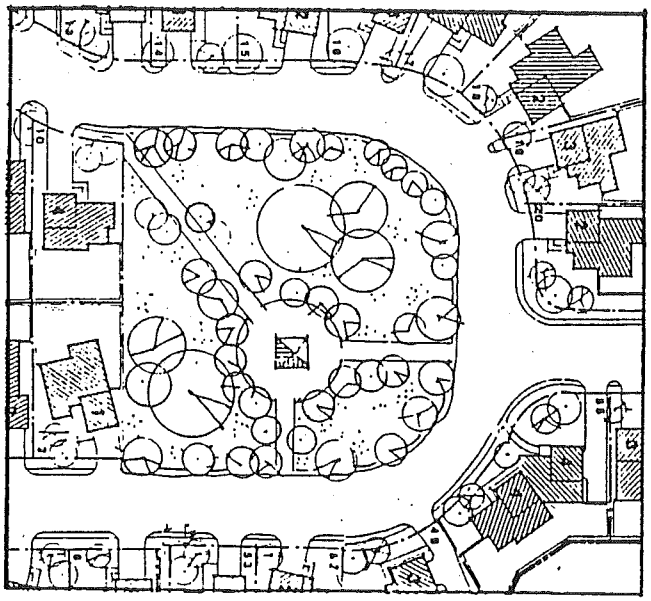
Provide for parking on streets adjoining the square only, no parking lots should occupy the land for residential squares/pocket parks.



Community Open Space

NP 3.3 Residential Squares/Pocket Parks (cont.)





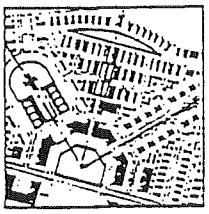
Cho, Wilks & Benn

Applicability:

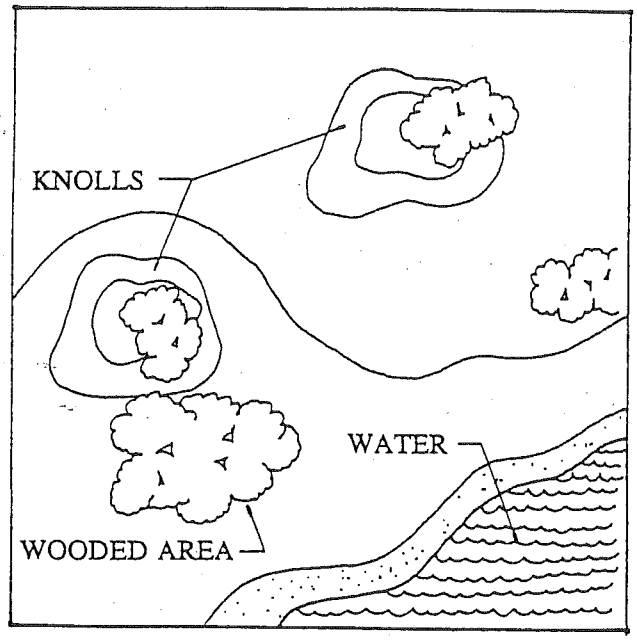
For developments of 200 residential units in suburban growth areas.

Related Guidelines:

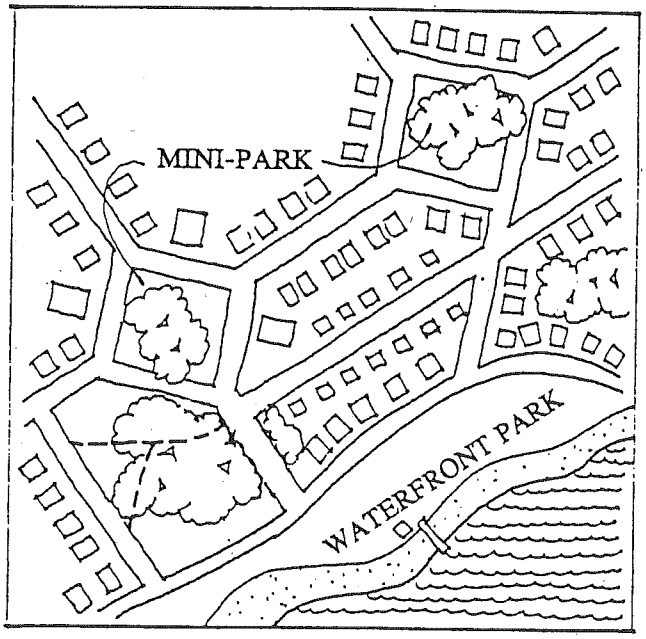
NP 2.1 Neighborhood Pedestrian Units
NP 3.1 Creating Usable Open Space
NP 3.2 Parks and Open Space
NP 3.4 Reinforcing Natural Features



Community Open Space
NP 3.4 Reinforcing Natural Features



Natural features of the land before development.



Using the natural features to create neighborhood amenities.

Intent:

To create open spaces which are not just non-buildable leftover land, but one of the first elements considered in the site layout of a new neighborhood.

To retain open spaces as amenities for the community.

Guidelines:

Retain existing natural features like high points (knolls and hills), ponds and streams as community open space.

Concentrate development on the land of least visual or natural value. This land will be enhanced in value by the open space.

Preserve existing natural landmarks like significant trees and reinforce man-made landmarks like farmhouses and silos.

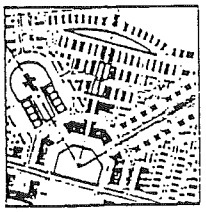
Incorporate passive recreational opportunities, especially trails and footpaths into the natural areas, except where such access conflicts with important habitat resources.

Applicability:

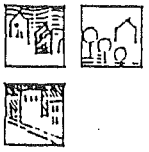
All multi-lot developments in suburban growth areas.

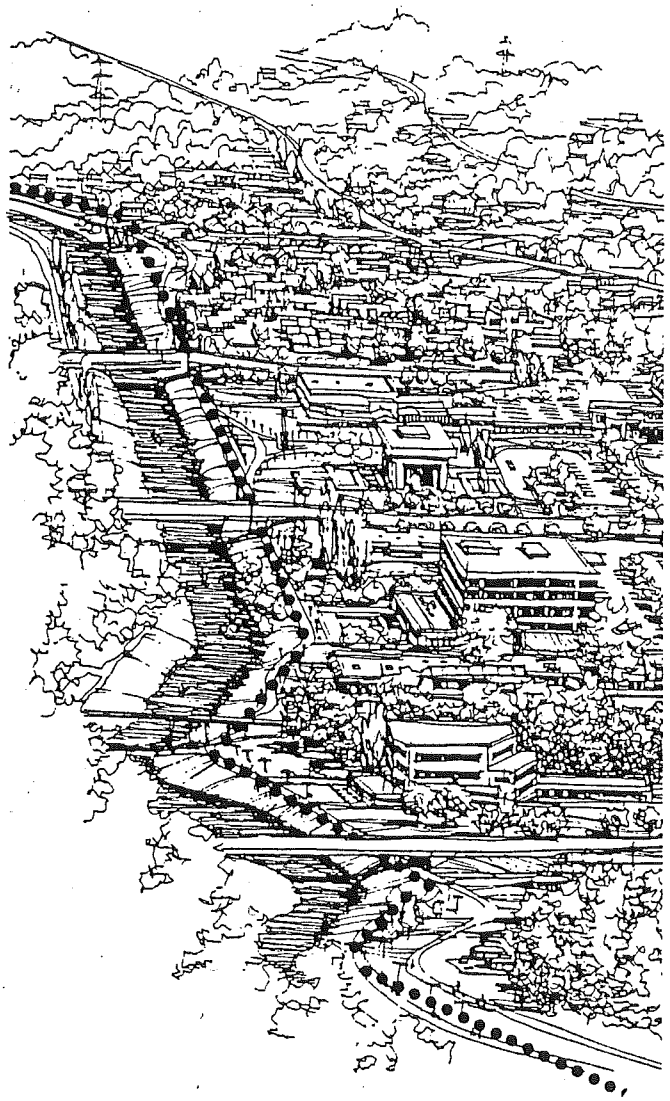
Related Guidelines:

NP 3.1 Creating Usable Open Spaces
NP 3.5 Linear Parks



Community Open Space
NP 3.5 Linear Parks





A linear park system of trails along the Sammamish River.

Intent:

To create an interconnected system of parks which lend identity and a sense of openness to a neighborhood.

To enhance pathways, streets and greenbelts, shorelines and stream corridors.

Guidelines:

Enhance boulevards, stream corridors, shorelines and major pedestrian pathways with landscaped open space. Plan these "linear parks" to be an integrated system. Incorporate natural features such as greenbelts, steep wooded slopes and shorelines into the system.

Applicability:

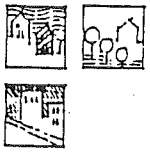
All multi-lot developments, especially where the opportunity occurs to integrate the development into a planned city or town-wide system.

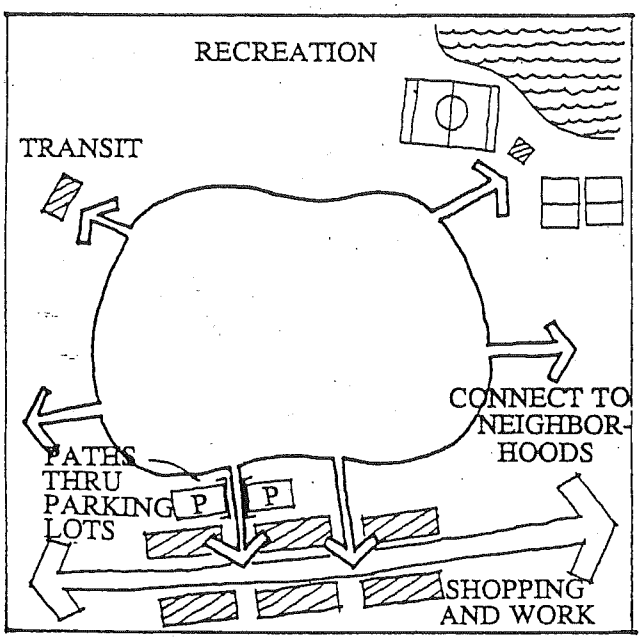
Related Guidelines:

NP 3.1 Creating Usable Open Spaces
NP 3.6 Pedestrian Connections
NP 3.7 Bicycle Paths

Community Open Space

NP 3.6 Pedestrian Connections





Pedestrian paths connecting out from a neighborhood.

Intent:

To provide convenient pedestrian connections to public and commercial facilities.

To increase activity and social interaction.

To develop visual and functional links that unify the community.

Guidelines:

The edges of streets in residential neighborhoods are, as public open space, the main paths for pedestrians. Sidewalks should be provided on all streets to provide safe pedestrian access.

Provide convenient pathways connecting residences to public, recreation, transit and commercial facilities.

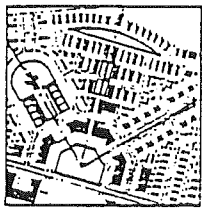
Connect paths or trails through open space systems by sidewalks.

Pathways should be handicapped accessible according to Washington State standards (see *Illustrated Handbook for Barrier Free Design*). Also note the Federal ADA requirements.

Incorporate landscaping and pedestrian facilities into a pathway system. Trees and other landscaping element should be incorporated to provide buffers and shade. Benches, trash cans, lighting and other pedestrian furniture should be addressed and provided as needed.

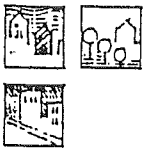
The paving surface on all pedestrian paths should be appropriate to their use.

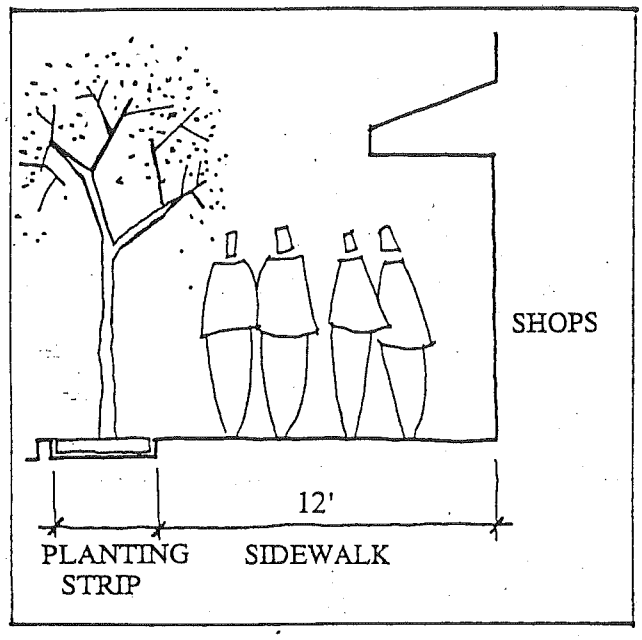
- Modular pavers for high use crosswalks and high profile spaces.
- Concrete for sidewalks.
- Seamless materials like asphalt for bike/skating trails.



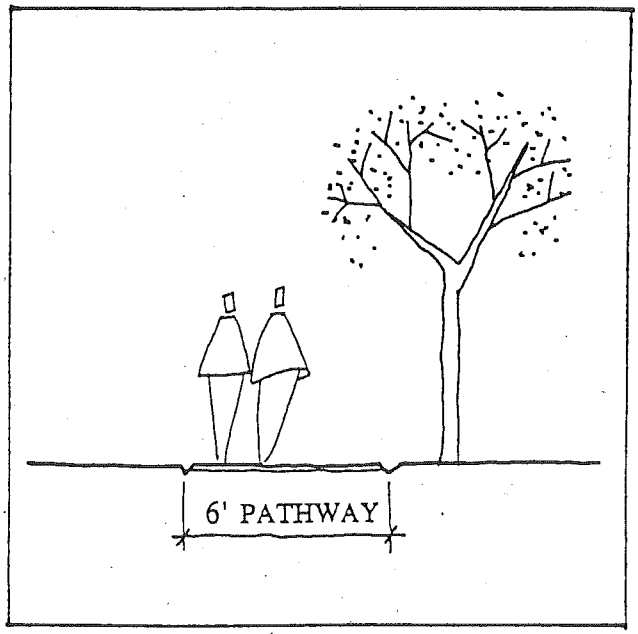
Community Open Space

NP 3.6 Pedestrian Connections (cont.)





In shopping areas and around transit stops a 12' sidewalk is appropriate.



This pathway allows a couple to walk abreast comfortably.

Guidelines (cont.):

o Crushed gravel, etc., for nature trials.

Lighting should be scaled to the pedestrian (see S 2.7 Lighting Design).

Consider the following design criteria for pedestrian paths.

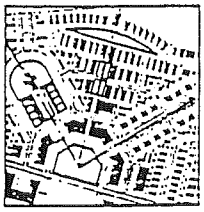
o A minimum four foot wide sidewalk on local streets with low pedestrian volumes.

o A six foot wide pathway will allow a couple to walk comfortably abreast and is suitable for collector streets.

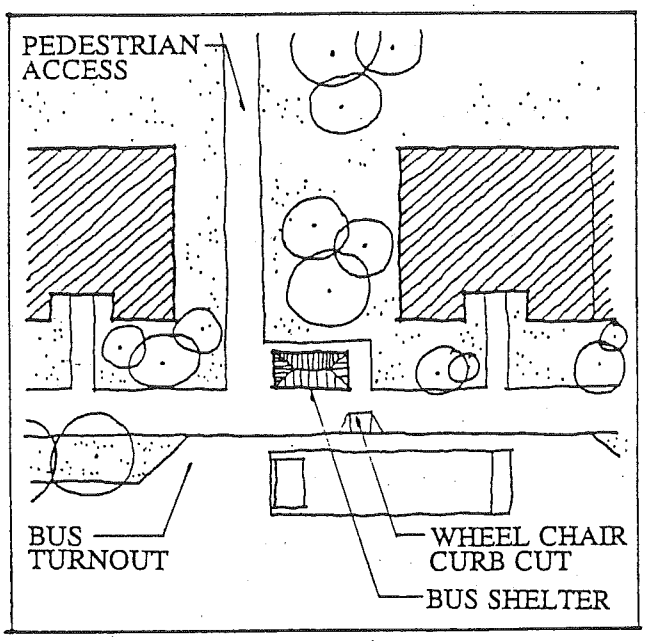
o An eight foot wide pathway will accommodate pedestrian traffic of at least 1000 persons per hour and is suitable for the heaviest used recreation trails. (Seattle's heavily used Greenlake path, and the Burke Gilman Trail are 8' wide accommodating pedestrians, joggers, roller skaters and bicycles.)

o A pedestrian path of 10' to 12' can accommodate groups of people walking two abreast and will allow two couples to pass each other. A 12' walk is appropriate adjacent to shops and transit stops. A path near a major park feature, commercial center or transit center should be at least 12' wide.

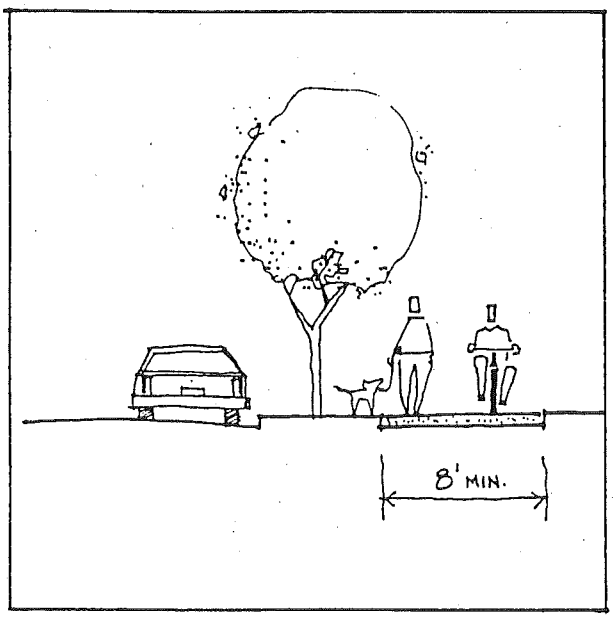
Note that pathways should also include an additional planting or buffer strip to separate pedestrians from the street and provide room for street light poles, pedestrian amenities, street trees, etc.



Community Open Space
NP 3.6 Pedestrian Connections (cont.)



A pedestrian path running through the block to connect to a transit stop.



Combination bicycle and pedestrian paths should be a minimum of 8' wide.

Guidelines (cont.):

A pedestrian and bicycle pathway plan for all developments over 25 acres should be submitted for approval. The pedestrian and access plan should indicate pathway or sidewalk widths, amenities, landscaping, lighting and connections to other pathway systems within the jurisdiction.

References:

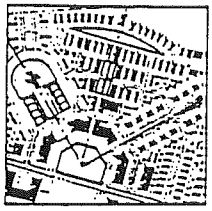
Accommodating the Pedestrian, Richard Untermann
Site Planning, Kevin Lynch

Applicability:

All multi-lot developments.

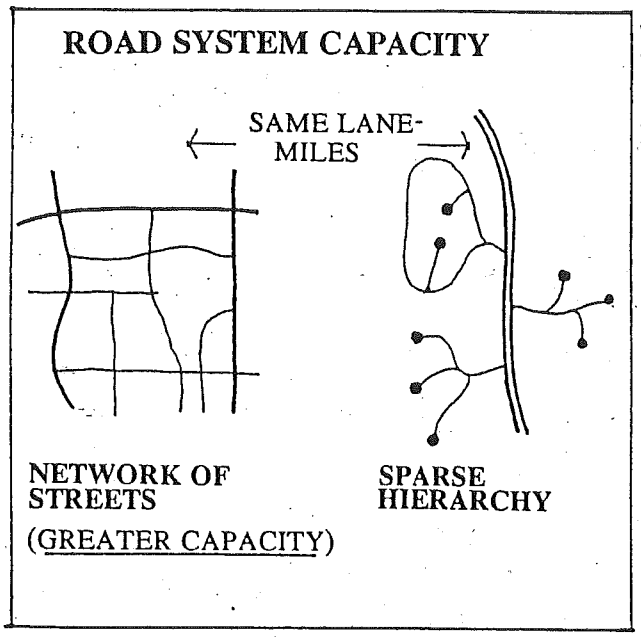
Related Guidelines:

NP 3.5 Linear Parks
NP 3.7 Bicycle Paths
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction

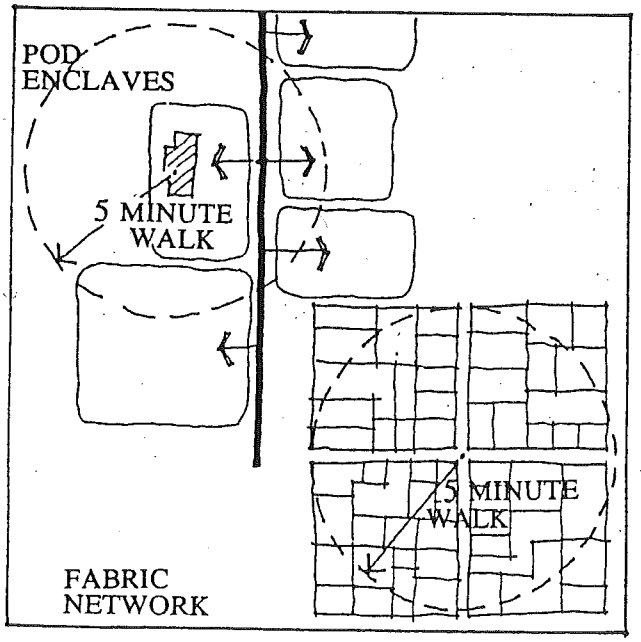


Street Layout and Design

NP 4.1 Network of Streets



A network of streets has a greater capacity with the same amount of lane-miles.



Residents can reach many more destinations on foot in a fabric network blocks.

Intent:

To encourage a variety of paths for flexibility and ease of traffic flow.

To slow traffic down to safe speeds in residential areas.

To provide good neighborhood scale by making the size of the neighborhood blocks comprehensible and allowing for greater block identity.

To allow for ease of interaction between adjacent neighborhoods, extending their street patterns and organization.

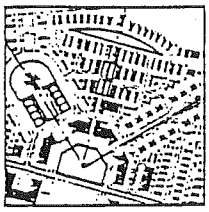
Guidelines:

Street pattern should emphasize a grid or connected network of streets rather than long irregular loops with dead-ends and cul-de-sacs. Such a network will provide better traffic flows, orientation and shorter trips within the neighborhood. Streets should form a network by providing regular and frequent intersections. Intersections should occur at no more than 400 foot intervals.

Distort and transform grid layout to account for existing topography, natural features, landscape and buildings.

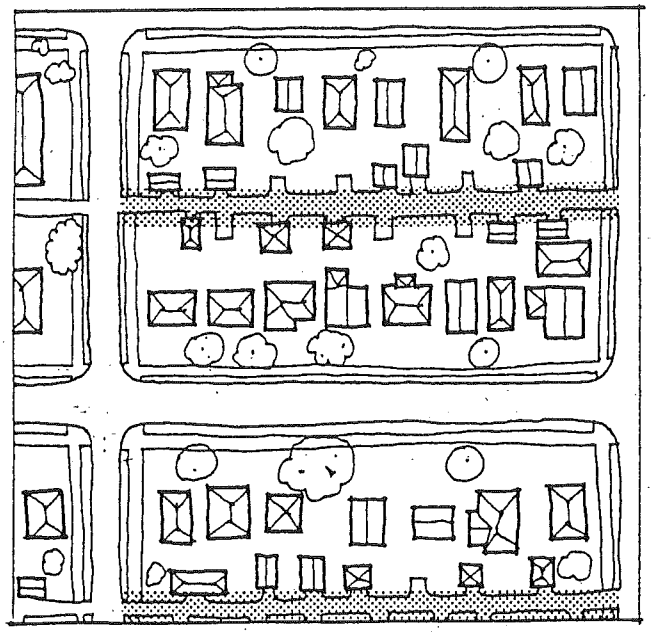
Streets should interconnect neighborhoods. At least 33% of neighborhood streets should be through streets.

Allow for future connections where topography permits a street to extend, but there is not at present adjoining development, by letting streets stop at property lines.



Street Layout and Design

NP 4.1 Network of Streets (cont.)



Alleys, often overlooked in planning, can provide for services, resident parking and utilities in a very narrow width.

Alleys have proven very useful in reducing on-street parking pressure and pedestrian/driveway conflicts. Therefore, they should be considered when designing a street system.

Alleys also are the most appropriate locations for utilities and other service facilites. By locating garages to alleys the appearance of the street and neighborhood is improved.

Applicability:

Developing communities in suburban growth areas.

Related Guidelines:

NP 2.4 Community Focal Place
NP 3.4 Reinforcing Natural Features
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction
NP 4.7 Alleys

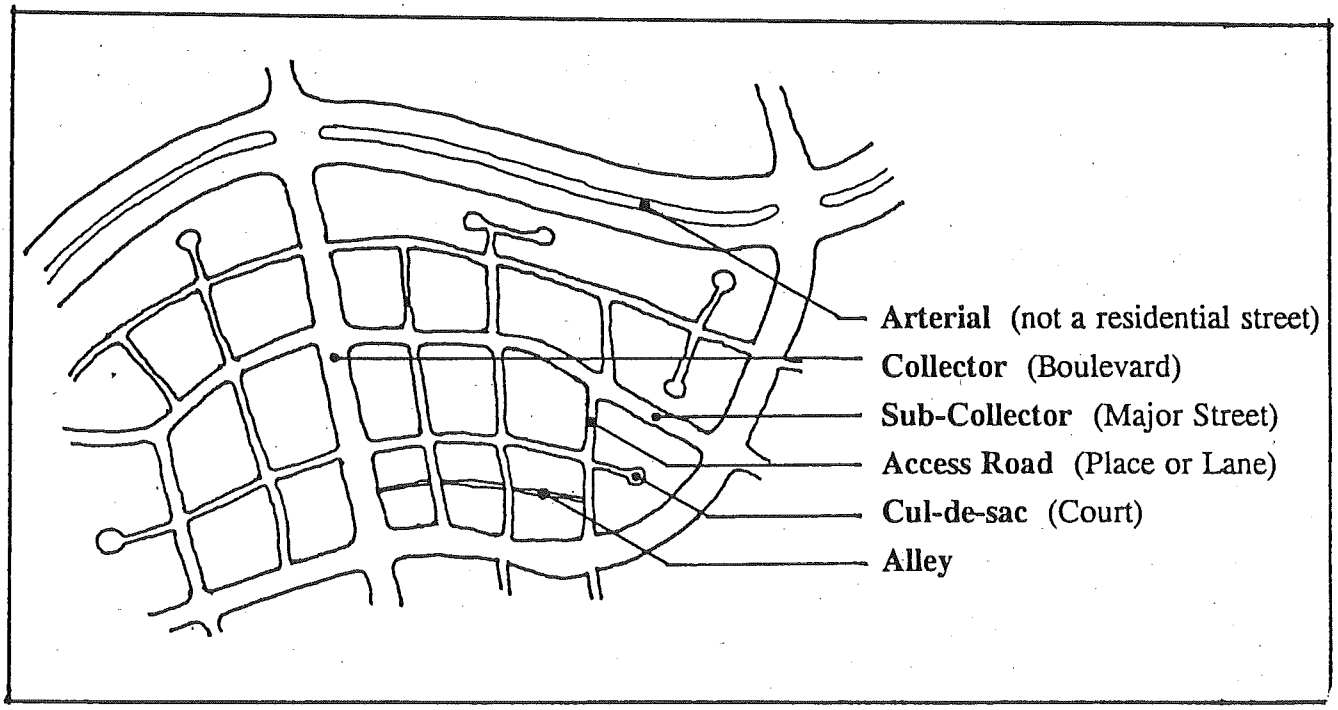
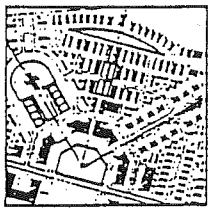
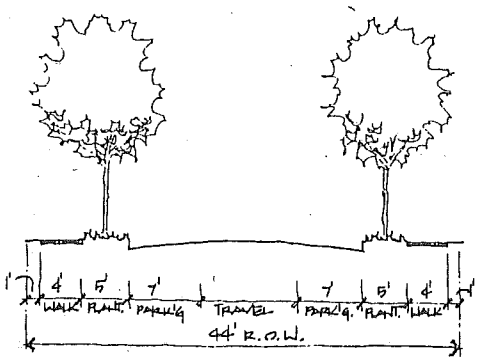


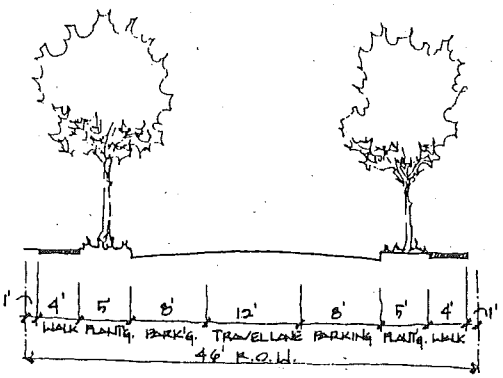
Diagram illustrating Arterial, Collector, Sub-Collector and Access Streets.



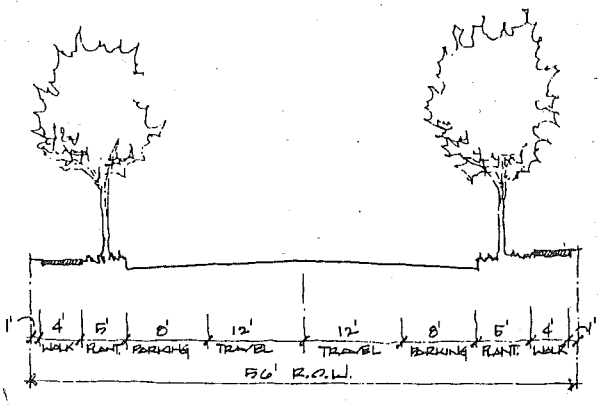
Street Layout and Design
NP 4.2 Residential Street Widths



Typical dimensions for an Access street.



Typical dimensions for a Sub-Collector street.



Typical dimensions for a Collector street.

Intent:

To minimize the amount of land and paving necessary for streets while maintaining safe, efficient vehicular and pedestrian circulation appropriate within residential districts.

Guidelines:

The minimum dimensions on the following pages should be used as the basis for street design unless there is a demonstrated overriding concern. Any street design with wider curb-to-curb pavement width should be based on a specific traffic safety analysis.

Include paved areas for bicycle traffic within the roadway or a separate path if the street is along a bicycle route. Include provisions for special landscaping if the street is on a greenway or boulevard. Include provision for transit stops and traffic if the route is on a transit route or may be appropriate for a future transit route.

Transit routes are located on arterials and collector streets which should be designed to accommodate over-sized vehicels like buses.

The recommended dimensions and performance criteria are adopted from *Residential Streets 2nd Ed.* published by the American Society of Civil Engineers, National Association of Home Builders and the Urban Land Institute.

Applicability:

All multi-lot developments in emerging urban and suburban areas where street systems are being developed.

Related Guidelines:

All of the NP 4 series - Street Layout and Design

References:

Residential Streets 2nd Ed., ASCE, et.al.
Livable Streets, Appleyard.
Model Subdivision and Site Plan Ordinance, Listokin.

Design Criteria for Residential Streets

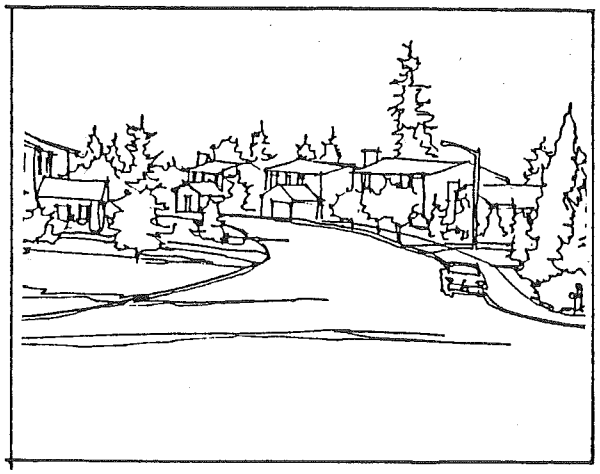
(based on Residential Streets by ASCE, ULI and NAHB)

Portland has recently adopted similar new residential street widths.

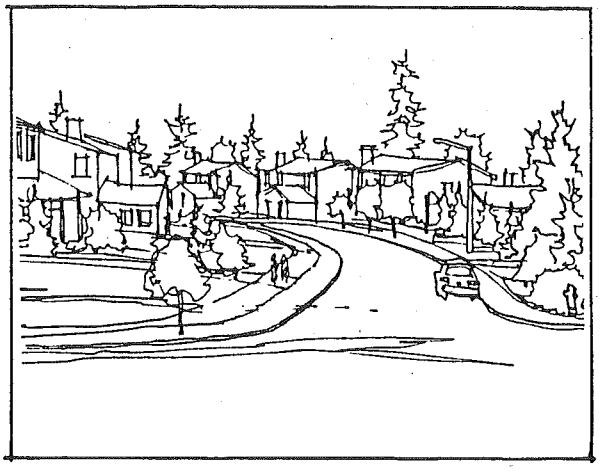
Classification	Collector	Local Neighborhood Streets Sub-Collector	 Access Street
Characteristics	Principal traffic arterial within residential areas. Conveys traffic from arterials to lower order streets.	Conveys traffic from collectors to access streets.	Carries very little or no through traffic. a.k.a. place or lane
Usual Avg. Daily Traffic (Vehicles)	1,000 - 3,000	250 - 1000	0 - 250
Lane Configuration	at least two 12' lanes two 8' parking lanes	one 12' travel lane* two 8' parking lanes or two 10' travel lanes one 8' parking lane	one 11' travel lane* two 6' or 7' parking lanes
Curb to Curb Width	40'	28'	22-24'
Recommended R.O.W. Including Sidewalks on Both Sides	60' allows concessions on setback	48' - 50' with alley	44' (48' - 50') *2
Level Design Speed	35 mph	20 mph	20 mph
Range of Desirable Centerline Curve Radius	300' - 500'	150' - 300'	100' - 150'

*accommodates two way traffic - if the block is limited to a length of 300 feet. Streets can be narrower by eliminating one side of parallel parking, especially where homes are accessible to an alley.

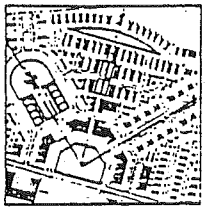
*2 the book references this number but 48-50 is typically used in Snohomish County



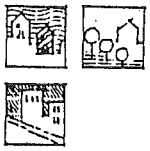
Too wide a street encourages dangerous high speeds.

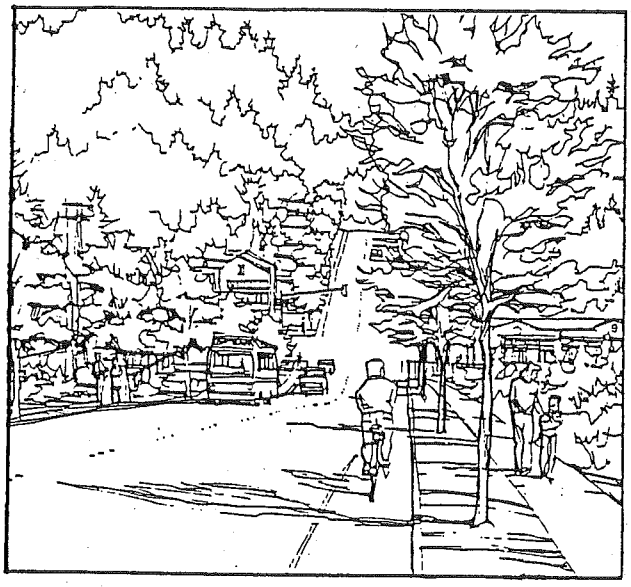


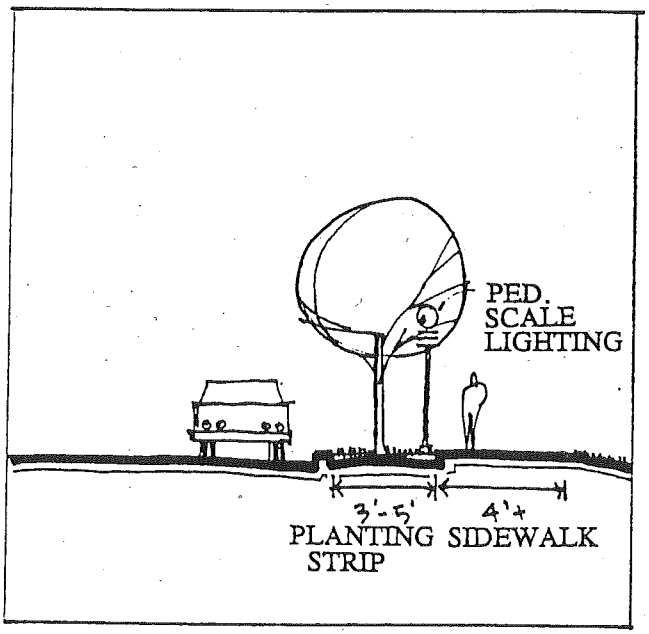
A more appropriately sized residential street.



Street Layout and Design
NP 4.3 Residential Street Construction







The street edge.

Intent:

To provide safe, durable and attractive public streets.

Guidelines:

A sidewalk at least 4' wide should be provided along both sides of the street. A planting strip with lawn at least 3' to 5' should separate the walk from the street. The planting strip allows easier installation of street lights, utilities and street trees and increases children's safety and pedestrian comfort.

Street trees should be provided along both sides of the street (see NP 4.4 Street Trees).

Six inch high vertical barrier curbs or integral curb and gutters should be installed along all roadways except in rural areas. Vertical curbs are greatly preferred over mountable or rolled curbs. Asphalt curbs should be used only in very low traffic areas and are not appropriate to urban or suburban conditions.

Wheelchair ramps should be installed at all corners. Adhere to Washington State barrier free design standards.

Crosswalks should be marked at all intersections along collector streets.

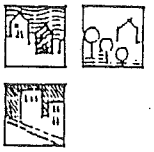
Parallel parking along the edge of the street separates pedestrians from vehicular flow.

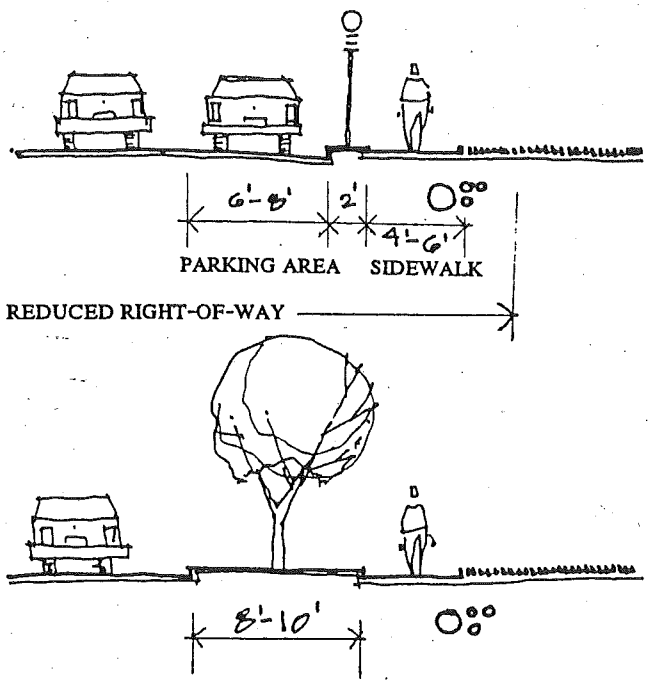
Wherever possible, utilities should be placed underground.

Street light poles and fixtures should relate to the architectural and design character of the neighborhood. Lower height street lights are preferable in most cases to the taller street lights.

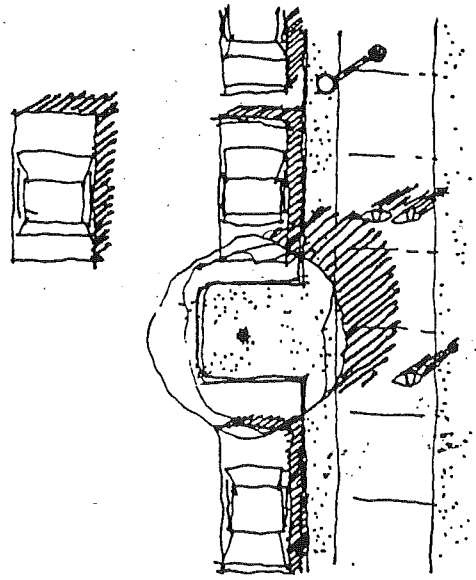
Street Layout and Design

NP 4.3 Residential Street Construction (cont.)





Alternating on-street parking with tree planting beds can provide the street with trees while retaining smaller width right-of-ways for utilities.



Alternate parking and tree planter lane.

Guidelines (cont.):

Consideration should be given to differentiating collector streets from local streets (subcollector and access streets) with street light fixtures and illumination levels.

Applicability:

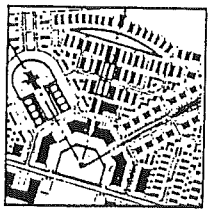
All urban and suburban developments in which public streets are being constructed.

Related Guidelines:

All NP 4 Guidelines and Street Layout and Design.

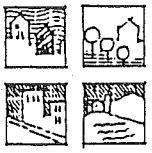
References:

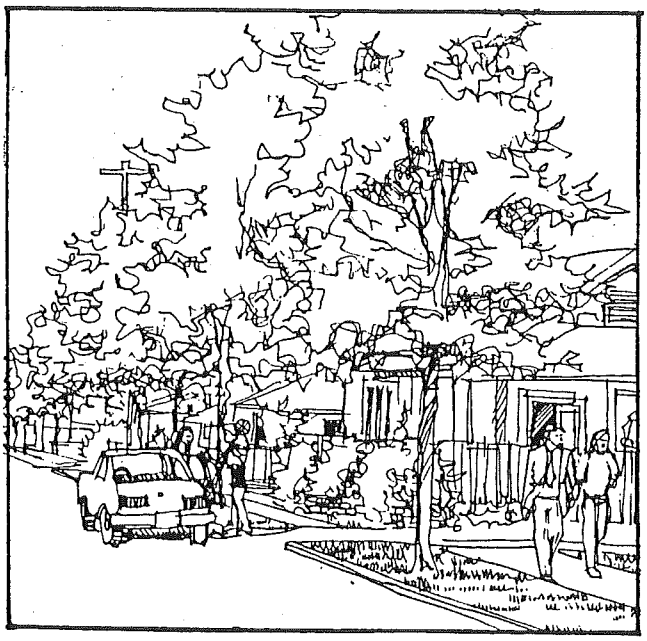
Residential Streets, 2nd Ed., ASCE, UCI, NAHB



Street Layout and Design

NP 4.4 Street Trees





Intent:

To upgrade the visual quality of neighborhoods and create a superior residential setting.

To provide shade and improve environmental conditions.

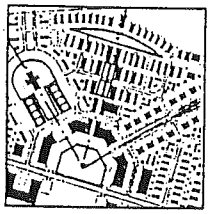
Guidelines:

Provide street trees on both sides of all streets.

Choose hardy species that are appropriate to the situation. For example, if a large tree would block views, choose a short tree. If a dense tree would excessively shade a neighbor's property to the north, choose a species without dense foliage or a smaller tree species. Where the local government has a street tree plan, plant street trees according to the plan.

Generally, along arterial and collector streets where streetscape continuity is important, uniform rows of street trees are appropriate (in other residential settings a variety of street tree species and irregular tree spacing may be preferable, especially if existing trees have been retained along the edges of the street).

Street trees should be at least 2" caliper and preferably 2 1/2" to 3" caliper as measured 4' above the ground. Typical spacing is between 20' and 30' depending on the size of the species.



Street Layout and Design

NP 4.4 Street Trees (cont.)

Recommended Street Trees

Small or Narrow Trees
Columnar Norway Maple, *Acer platanoides*
Armstrong Maple, *Acer rubrum*
Katsura Tree, *Cercidyphyllum japonicum*
Flowering Ash, *Fraxinus ornus*
Columnar Ginko, *Ginko biloba*
Silverbell, *Halesia monticola*
Bay Laurel, *Laurus nobilis*
Flowering Crabapples, *Malus floribunda*
Columnar Sargeant, *Prunus sargenti colunaris*
Autumn Flowering Cherry, *Prunus subhirtella autumnalis*
Bradford or Flowering Pear, *Pyrus calleryana and var.*
California Laurel/Oregon Mrytle, *Umbellularis*
Snowdrop Tree, *Styrax japonica*

Medium Sized Trees
Crimson King Maple, *acer platanoides*
Sycamore Maple, *Acer pseudo platanus*
Red Maple and vars., *Acer rubrum*
Sugar Maple and vars., *Acer saccharum*
River and Paper Birch, *Betula jacquemontil*
Flame or Marshall Seedless Ash, *Fraxinus and vars.*
Honey Locust, *Gleditsia*
Crabapples *Malus and vars.*
Dawn Redwood, *Metasequoia*
Seedless Mulberry, *Morus alba*
Flowering Cherry, *Prunus serrula and vars.*
Scarlet, Pin, Willow, or Texas Red Oaks,
Quercus coccinea and vars.
Little Leaf Linden, *Tilia cordata*
Chinese Elm, *Umus parvifolia*
Village Green Zelkova, *Zelkova serrata*

Large Boulevard Trees
Horse Chestnuts, *Aesculus hippocastanum*
Chinese or Spanish Chestnuts, *Castanea mollissima*
European Beech, *Fagus silvatica*
Maidenhair Tree, *Ginko biloba*
Kentucky Coffee Tree, *Gymnocladus dioicus*
Wing Nuts, *Pterocarya spp.*
Tulip-Poplar, *Liriodendrum tulipfera*
Red Oaks, *Quercus rubra*

List of hardy street trees from the Seattle City Arborist and University of Washington.

Implementation Note:

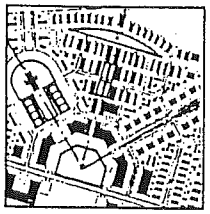
Many communities have found that a street tree plan indicating preferred species for specific streets, boulevards, scenic routes or districts have been very effective in upgrading neighborhood qualities. Also, lists of preferred street trees are helpful to provide public works departments and property owners in choosing hardy, easily maintained trees. A sample preferred street tree list is included.

Applicability:

All streets in urban and suburban areas.

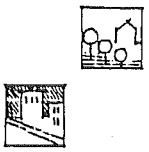
Related Guidelines:

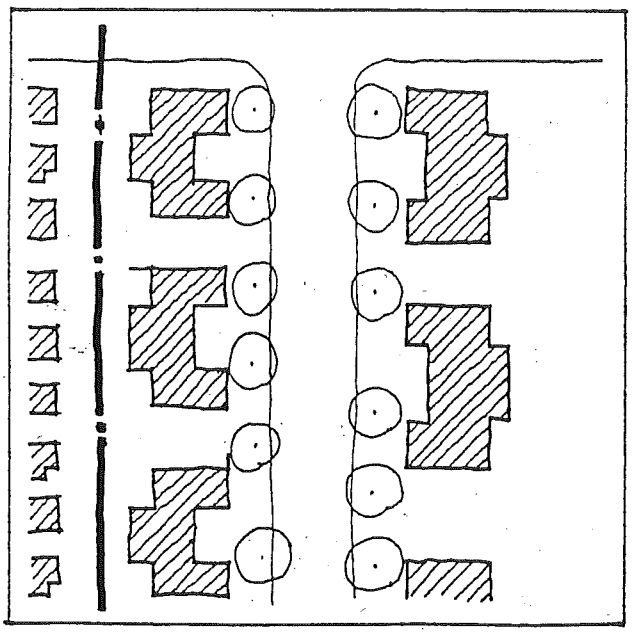
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction



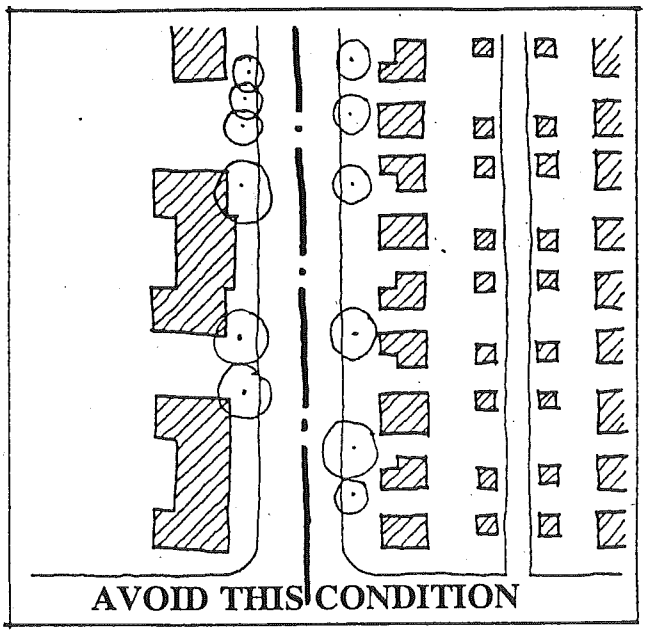
Street Layout and Design

NP 4.5 Unified Streets





Changing boundaries between uses or zoning within the block creates a more unified street.



Changing zoning or uses in the middle of a street can create an ununified streetscape.

Intent:

To create good neighborhood streets which are unified places, not boundaries between areas.

To encourage a sense of community by creating a cohesive environment.

Both sides of a street should have similar landscaping, building character and use. Buildings on one side of the street should relate to the street in a similar way as buildings on the other.

Guidelines:

Generally change building types or uses in the middle of a block not on either side of the street.

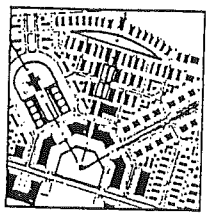
Buildings and landscaping on one side of the street should complement the other.

Applicability:

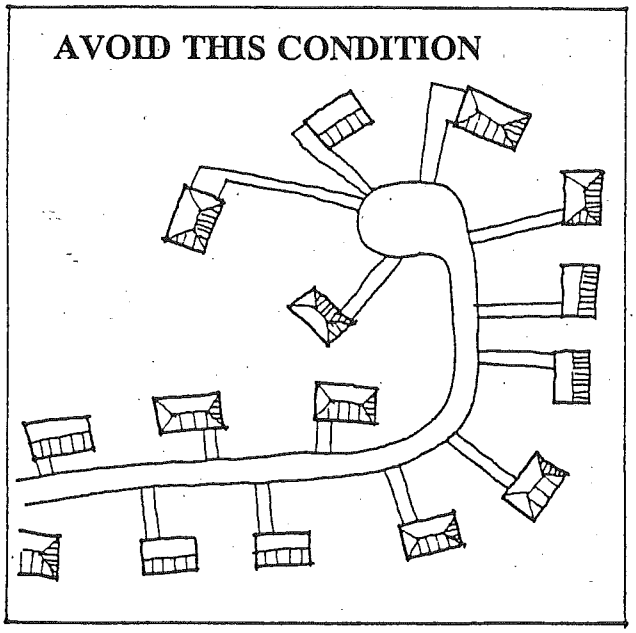
Developing communities in suburban growth areas.

Related Guidelines:

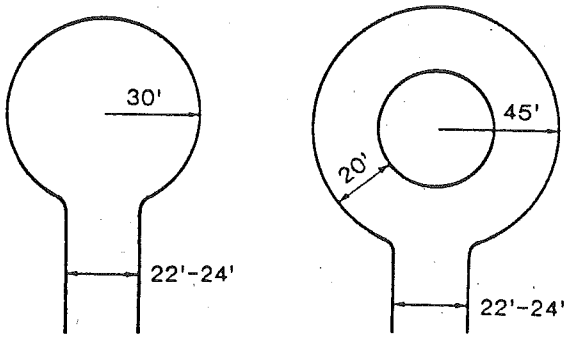
2.2 Residential Densities
2.5 Mix of Uses
2.6 Variations of Housing Type
4.1 Network of Streets



Street Layout and Design
NP 4.6 Cul-de-Sacs/Courts



Cul-de-sacs of greater than 400' should be avoided.



Circular turn arounds from *Residential Streets, 2nd Edition.*

Cul-de-sacs/courts are streets which do not interconnect with other streets.

Intent:

To reduce travel distances, increase pedestrian convenience, while providing for emergency vehicle access.

Guidelines:

As a general rule, cul-de-sacs and dead ends are discouraged because they increase travel time within the residential district compared with a connected network street system. The exception may be in rural areas where integration into natural landscaping and clustering of units is important.

Cul-de-sacs and courts should have a maximum length of 400' or typically be restricted so that the end is visible from the access point.

Cul-de-sacs should have a maximum turning radius of 30'. Where a local government's emergency vehicles require a greater turn-around radius, cul-de-sacs should not be constructed. The use of a circular turn around is preferable to a "Y" or "T" turn around except on rural streets serving 10 residences or less.

Applicability:

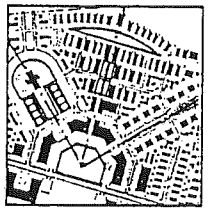
All conditions where new residential roadways are being developed except rural conditions.

Related Guidelines:

All guidelines in the NP 4 series Street Layout and Design

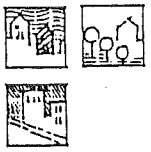
Reference:

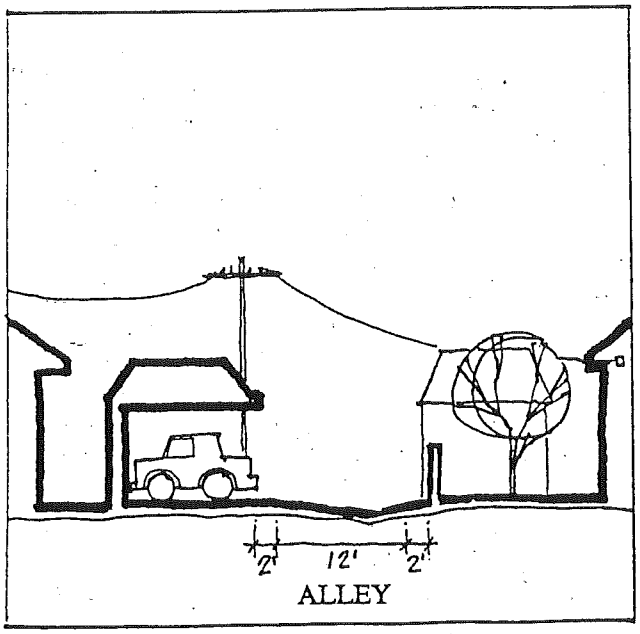
Residential Streets, 2nd ed., published by ASCE, ULI and Natural Association of Home Builders



Street Layout and Design

NP 4.7 Alleys





Intent:

To reduce the impact of driveways and garages on the street. To provide more convenient access to residences. To allow infill of additional units on existing residential properties in appropriate situations.

Guidelines:

Alleys can be very positive elements in reducing on- street parking demand, encouraging pedestrian activity, providing easy access and reducing traffic congestion. They eliminate the need for large intrusive garages in front yards. The construction of alleys should be strongly considered in new multi-lot developments.

Alleys should be at least 12' wide and drain to the center. Where alleys are provided, driveways and garages should be accessed from the alley.

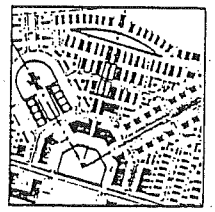
Alleys are particularly effective for housing types such as zero-lot line housing, small-lot single family houses, town houses and mid-rise multifamily housing.

Applicability:

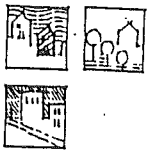
In new developments where a new street system is being constructed, especially emerging centers and suburban areas.

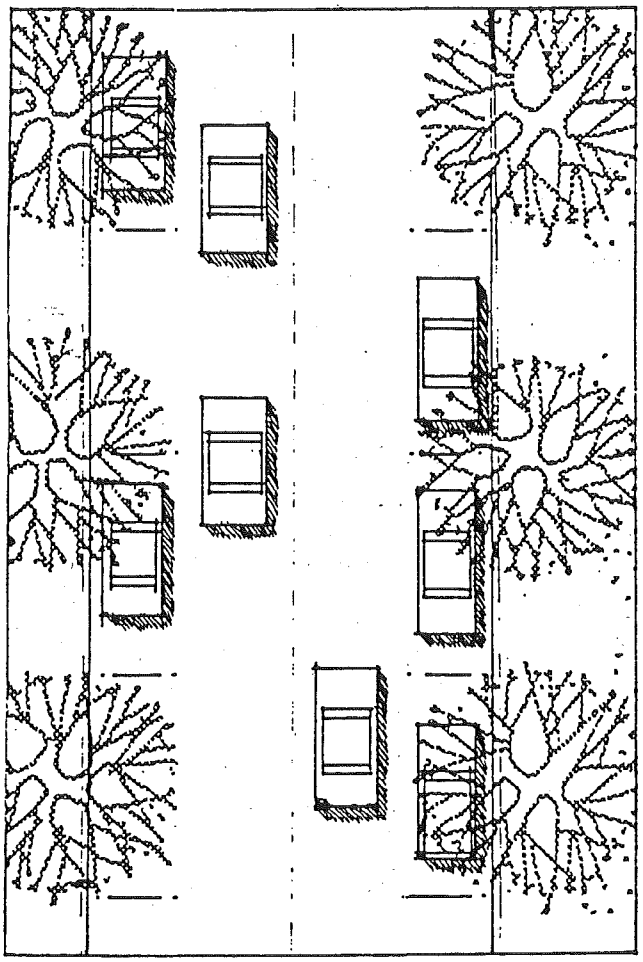
Related Guidelines:

All guidelines in the NP 4 series Street Layout and Design.



Street Layout and Design
NP 4.8 Parallel Parking





On-street parallel parking reduces the size of on-site parking lots, creates a buffer between the pedestrian and traffic and has proven to slow traffic through residential streets.

Intent:

To encourage smaller parking lots by allowing on-street parking.

To create a buffer between automobile traffic and pedestrians.

To provide parking that is adjacent to building entries along the street.

Guidelines:

Where applicable include on-street parking in tabulations to fulfill parking requirements.

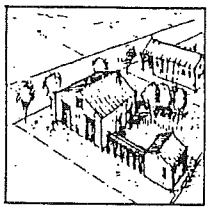
Create parallel parking spaces (6' - 8' wide by 20' long) along one or both sides of the street depending on the width of the street and the location of driveways.

Applicability:

All multi-lot developments in emerging urban and suburban areas where street systems are being developed.

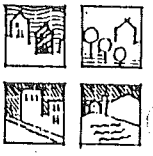
Related Guidelines:

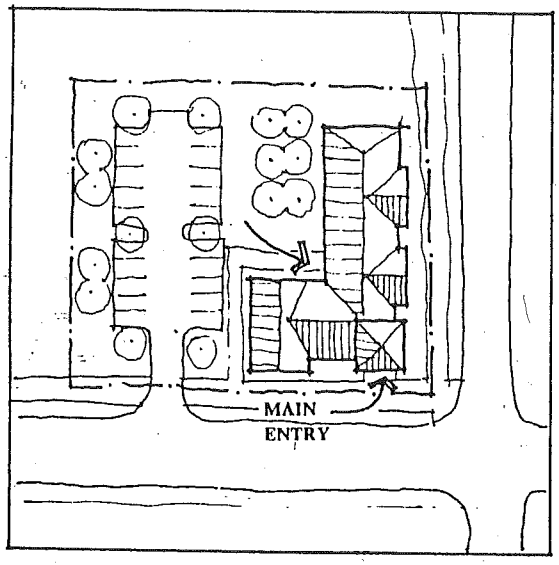
NP 4.2 Residential Street Widths
NP 4.3 Residential Street Construction



Neighborhood Character

SP 1.2 Orienting the Building to the Street





All buildings should be sited and have building elements, like entries which relate to the street. Entries to buildings should not just be from parking lots.

Intent:

To enhance the character of the street by encouraging buildings to front the street.

To enhance pedestrian access and walking.

Encourage interaction among neighbors.

Guidelines:

All buildings should provide a front face to the street. Building facades should relate to the street.

Buildings should not be sited in ways which make their entries or intended use unclear to approaching visitors.

The main approach to any residential building should not be off a parking lot. Avoid parking cul-de-sacs in suburban development which impede pedestrian circulation.

Provide clear pedestrian entries from the street and not just from adjacent parking areas.

Compose architectural elements to add interest to the building facade.

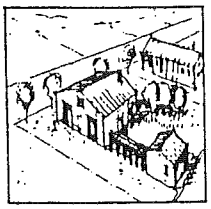
Provide a transition between the public realm of the street and the private realm of the residences. A transition could be a well landscaped frontyard, a low fence or wall, a recessed entry, a courtyard, or other device that provides privacy but visibility from the street.

Applicability:

Residential projects in all development contexts.

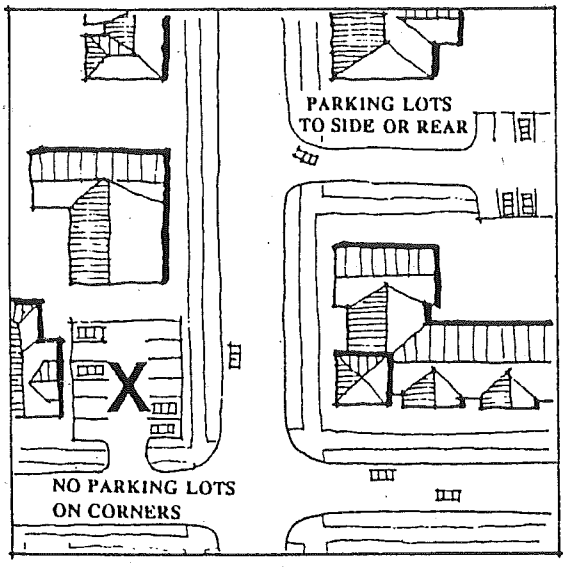
Related Guidelines:

S 2.1 Access to Buildings from the Street
SP 3.2 Siting Parking Areas
BD 3.3 Entries

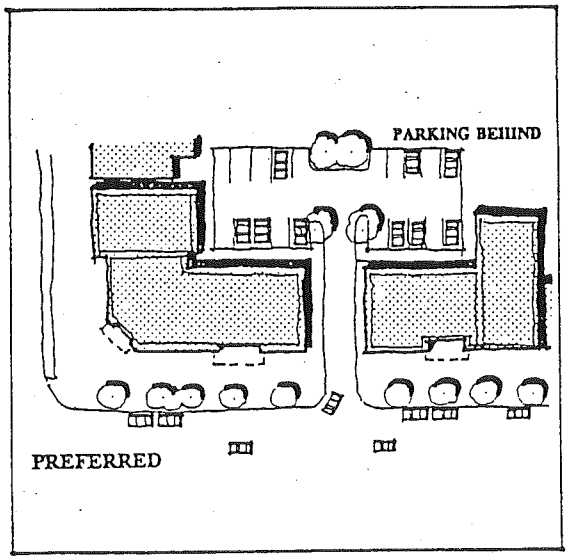


Siting

SP 3.2 Siting Parking Areas



Parking lots should not be sited on corners adjacent to intersections. Prominent building features should occupy the corner.



Siting parking lots behind buildings is preferred.

Intent:

To reduce the impact of the automobile while retaining accessibility and safety.

To allow buildings to reinforce the street and not face directly onto large parking areas.

To enhance pedestrian access, circulation and safety by reducing curb cuts and driveways across sidewalks.

Guidelines:

Locate parking lots for more than one car to the sides and rear of buildings. Parking lots should not be located in front yards.

For a lot facing two streets (corner lot) do not locate parking at the corner facing the intersection.

Do not allow driveways and garages to dominate the street front.

Provide access to parking off of alleys when available, to reduce curb cuts across sidewalks.

Provide on-street parallel parking when appropriate.

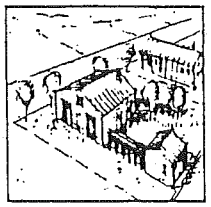
Provide clear, well lit paths from parking areas to the street and building entrance.

Applicability:

All building types, especially mixed use buildings and multi-family buildings, in urban growth areas.

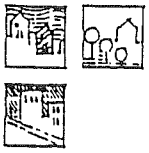
Related Guidelines:

S 2.4 Screening Parking Lots
BD 5.1 Parking Garage Compatibility with Residences

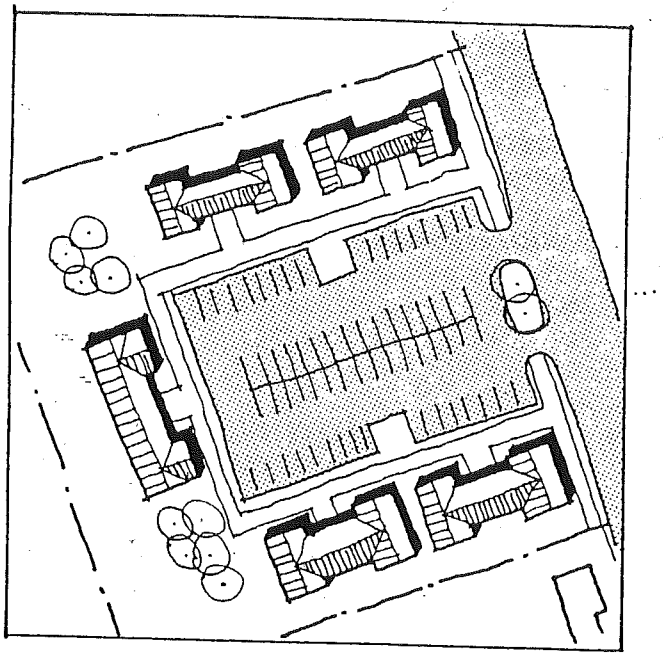


Siting

SP 3.2 Siting Parking Areas



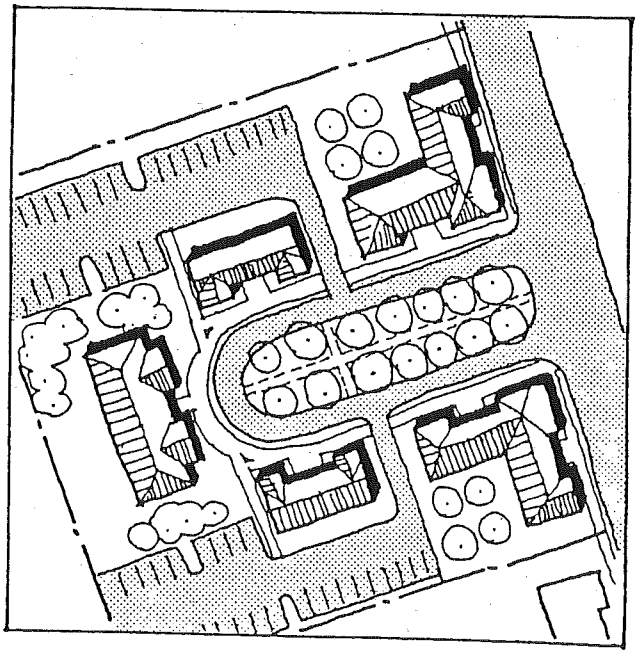
AVOID THIS CONDITION



These residential units front only a parking lot.

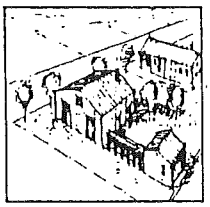
Parking lots to the front of buildings, especially when carports and garages for cars are included, restrict pedestrian circulation, lower values, and create large expanses of asphalt.

MORE SUCCESSFUL ALTERNATIVE



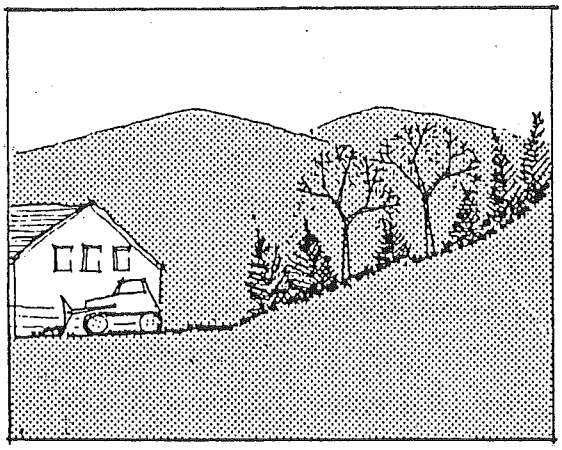
Preferred site planning which creates usable open space, adding value and identity to the complex, by siting parking behind the buildings.

Providing a small park or open space off of the road and allocating smaller parking lots behind residential buildings increases the value of development and creates a more visually pleasing environment.



Natural Elements

SP 4.1 Preserving Sensitive Areas



Develop on the least valuable or least environmentally sensitive land.

This residential complex near downtown Edmonds incorporates an existing stream bed and numerous significant trees into its site planning, lending the project a chief amenity and distinctive identity.

Intent:

To protect sensitive areas of a site from development.

To reduce the impacts of development on steeply sloped sites.

To encourage appropriate storm water management.

To minimize mass surface grading which destroys the character of the landscape.

Guidelines:

Site buildings to preserve sensitive areas like wetlands, wildlife habitat, woods and steep slopes. Adhere to applicable federal, state and local ordinances.

Select appropriate building types and locate with respect to the natural topography to minimize grading.

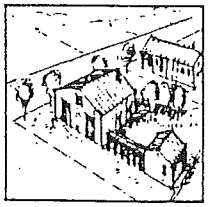
Avoid slope disturbance which may affect soil and vegetation stabilization.

Do not store building materials or equipment in sensitive areas. Protect trees and other natural areas during construction.

Stands of mature trees should be retained where possible. Residences should be sensitively integrated into existing trees.

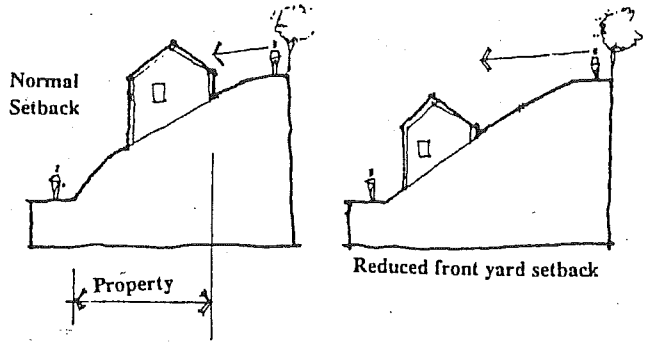
Do not drain runoff directly from a paved area or roof into a natural wetland. Biofiltrate such runoff through grass lined swales.

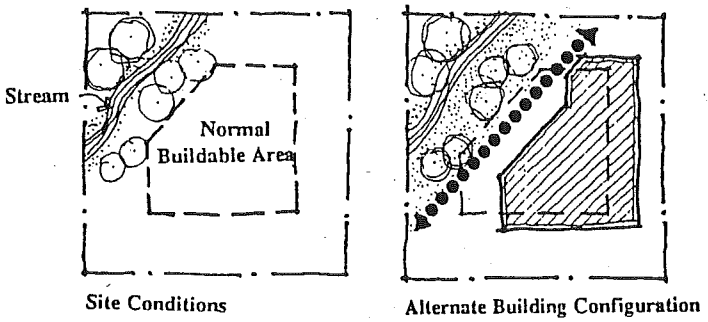
Design drainage channels and retention areas into a buffer or greenbelt. Coordinate with existing water courses.

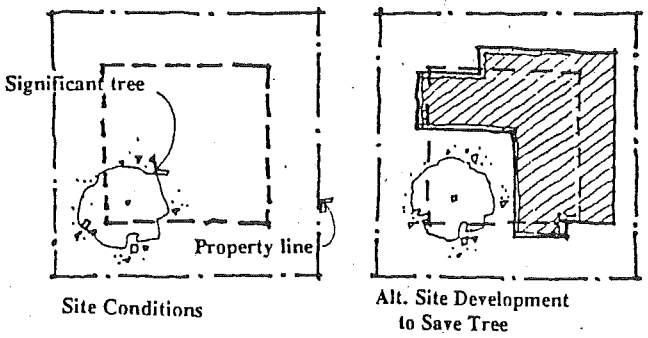


Natural Elements

SP 4.1 Preserving Sensitive Areas (cont.)







Relaxing certain site restrictions to enhance views from a public park, provide pedestrian access to open space, or save a significant tree.

Guidelines (cont.):

If possible, building siting should retain significant views from a public viewpoint, street or park. The review body may propose the modifications of setback requirements or other design guidelines if such a departure results in public view preservation and does not incur other significant negative impacts.

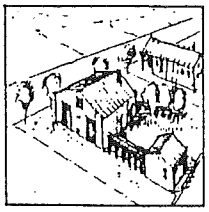
Special implementation note: Some jurisdictions may wish to allow the same number of units on a given parcel regardless of whether or not that parcel contains a sensitive area. Local review boards may allow the relaxation of certain setback requirements or land area requirements to better accommodate the wetland or other natural area.

Applicability:

Development in all contexts.

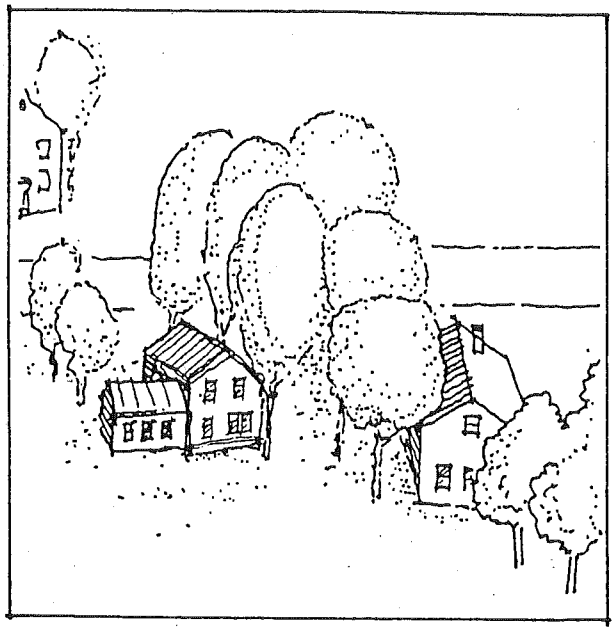
Related Guidelines:

SP 4.2 Enhancing Water Drainage Patterns
SP 4.3 Protecting Significant Trees
NP 6.2 Encouraging Protection of Natural Resources

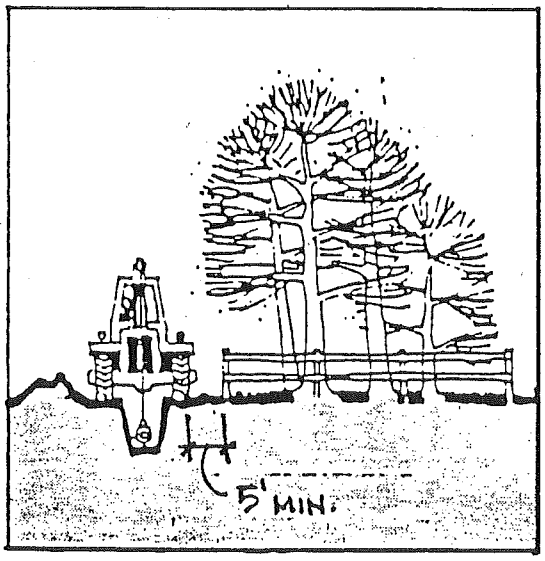


Natural Elements

SP 4.3 Protecting Significant Trees



Significant trees enhance the value of adjacent homes.



Existing trees and other natural areas, fenced and protected during construction.

Intent:

To retain the positive visual character of the landscape.

To preserve and enhance the county's physical and aesthetic character.

To minimize surface water runoff and to prevent erosion and reduce the risk of slides.

Guidelines:

Protect existing significant trees by siting buildings to areas of the site which will minimize tree destruction. A minimum of 20% of the site's significant trees should be protected and retained. Trees should be retained as much as possible in stands or clusters.

Significant trees generally are all healthy trees over 6" in caliper, of conifer species and mature hardwoods.

Protect trees during construction to reduce damage to both limb and roots caused by careless workers. Do not operate mechanical equipment or store materials in sensitive areas.

No grading is allowed within the drip line of retained trees.

No groundcover or trees which are within the designated buffer area of creeks, streams, lakes and other shoreline/wetland areas shall be removed.

Applicability:

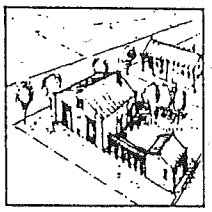
Development in all contexts.

Reference:

Lacy tree preservation ordinance

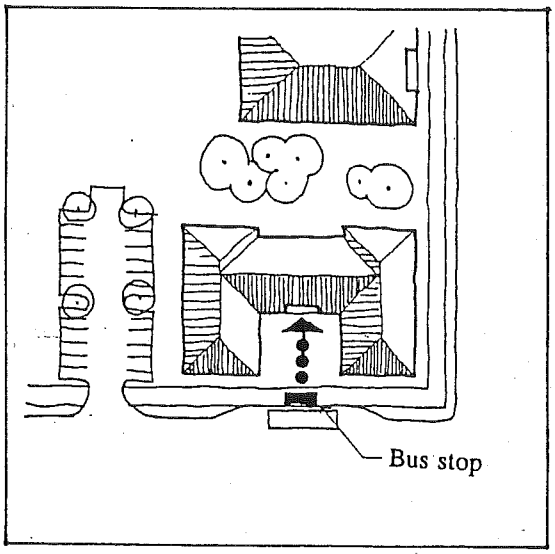
Related Guidelines:

SP 4.1 Preserving Sensitive Areas
NP 6.2 Encouraging Protection of Natural Resources

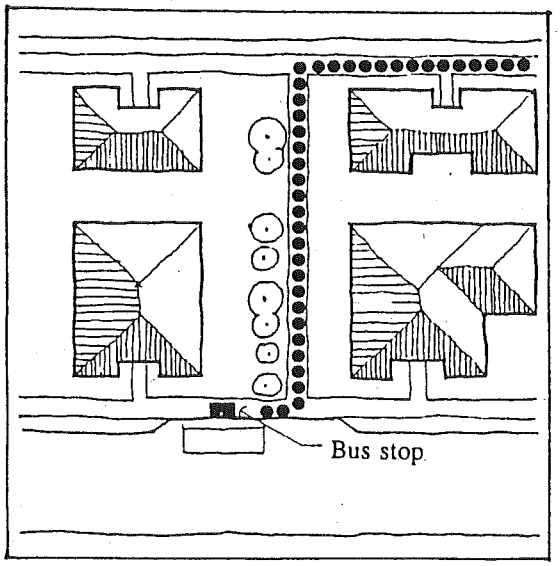


Transit Facilitation

SP 5.1 Integrating Transit into Site Planning



Building entrance oriented to street and transit stop.



Pedestrian access to transit provided across the block.

Intent:

To encourage transit use by making transit more convenient. To integrate transit and bus shelters compatibly into the neighborhood.

To shelter residents and other transit users from wind and rain.

Guidelines:

In residential projects of greater than twenty (20) units, project applicants should identify (to the reviewers) transit alternatives and existing transit stops within use of the residents of the project.

Place new transit stops in coordination with the transit provider if accessibility to transit by the residents can be enhanced.

Incorporate when possible a shelter as an integral part of the building design.

Place any large parking areas at the side or rear of the site.

Connect building entrances, transit facilities, and parking areas by paved sidewalks.

Design a site free of pedestrian barriers. (Good design intentions like walls, swales, and landscaping can obstruct pedestrian travel.)

Provide pedestrian facilities like benches with back rests, trash containers, clear signage, pedestrian lighting and well maintained landscaping adjacent to transit stops.

Orient building entrances toward transit facilities, and clearly mark routes to those facilities.

Applicability:

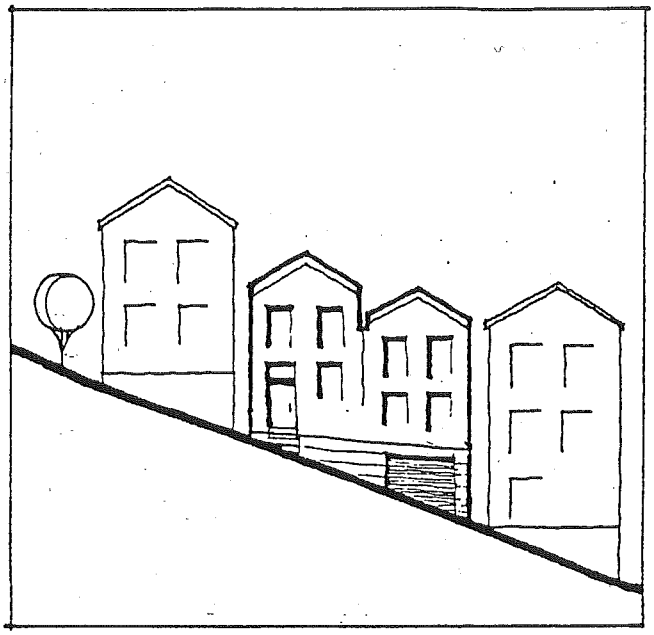
All development in urban growth areas.

Related Guidelines:

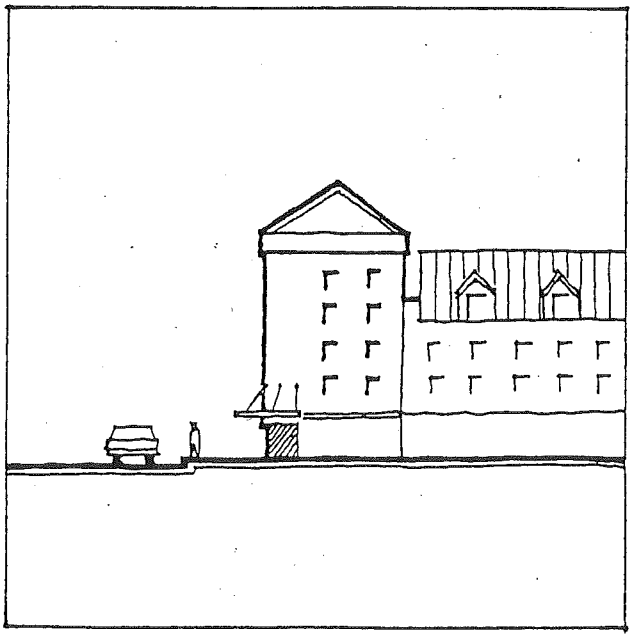
NP 5.1 Transit Access in Neighborhood Planning

Architectural Character

BD 1.1 Consideration of Site Conditions



Stepping buildings on steep topography.



Emphasizing the corner at an intersection of major streets.

Intent:

To encourage new development to be designed for the specific conditions of its site.

To ensure that new development will fit in with the neighborhood.

Guidelines:

The design of a building, its location on the site, and its layout should respond to specific site conditions.

Site characteristics to consider in the design of a building include the following.

Topography

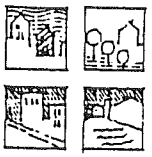
- Reflect natural topography rather than obscure it. For instance, buildings should be designed to "step up" hillsides to accommodate significant changes in elevation.
- Where neighboring buildings have responded to similar topographic conditions on their sites in a consistent and positive way, consider similar treatment for the new structure.
- Designing the building in relation to topography may help to reduce the visibility of parking garages.

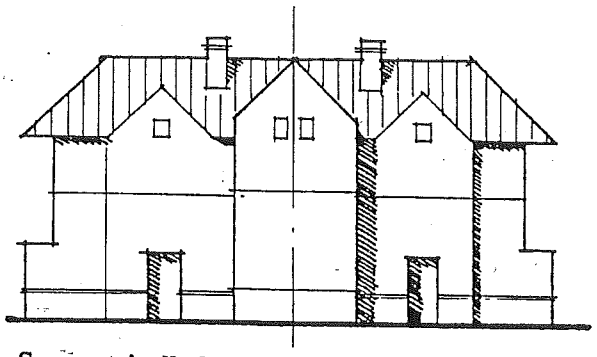
Solar Orientation

- The design of a structure and its massing on the site can enhance solar exposure for new development and minimize impacts on adjacent structures and public areas.

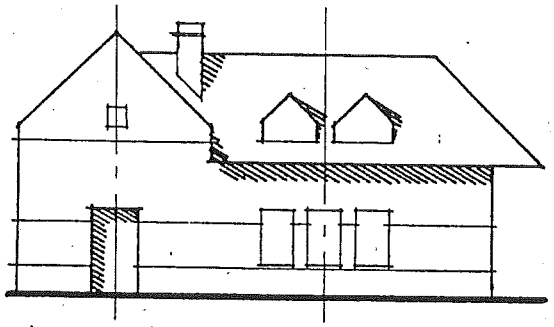
Architectural Character

BD 1.2 Unifying Design Concept

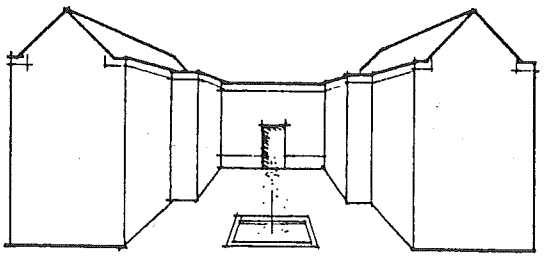




Symmetrically Balanced: order achieved by balancing both sides around the center.



Asymmetrically Balanced: balanced among several points.



Organized around an outdoor space.

Intent:

To unify and organize a building's architectural character and individual elements such as entries, windows, gardens, roofs, etc.

Guidelines:

All buildings should be visibly organized by a clear design concept. Examples of some concepts include:

Axial Symmetry:

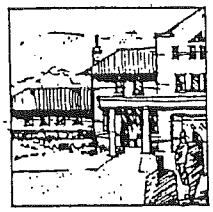
A formal organization which balances equal elements and features around a vertical plane common in classical revival and colonial style buildings.

Asymmetric Balance:

A dissimilar, yet harmonious composition of numerous similar or complementary forms. The composition reflects the local context, site conditions or building function.

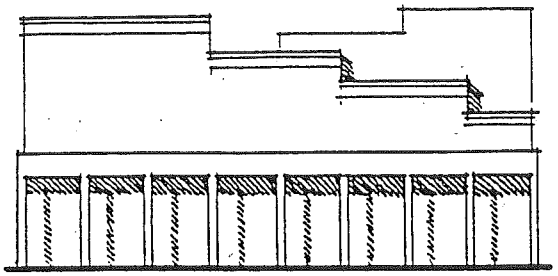
Courtyard Organization:

Groupings of building elements to help clearly define usable outdoor spaces.

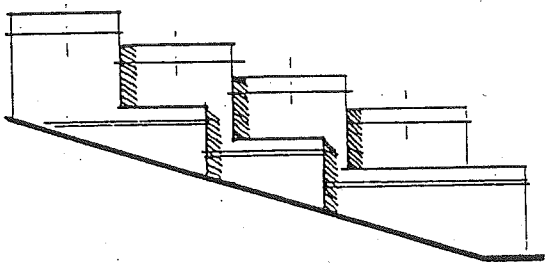


Architectural Character

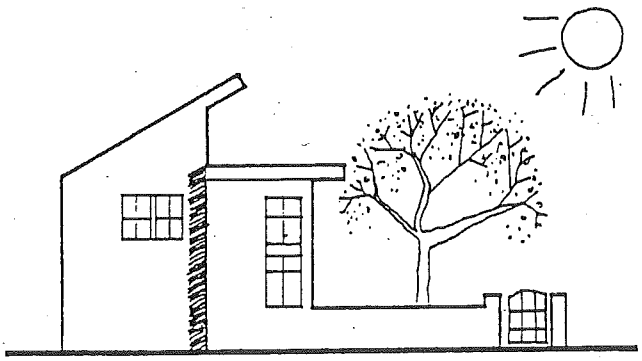
BD 1.2 Unifying Design Concept (cont.)



The arcade gives order to the building.



Terracing the building acknowledges the slope.



Designing a building around alternative energy systems.

Guidelines (cont.):

Major Architectural Element:

Focus around a strong architectural element like an arcade, a gallery or a major entry.

Terracing:

Dividing a building into horizontal terraces that step down a steep slope can reduce the building's impact on the site and provide usable decks.

Environmental Response:

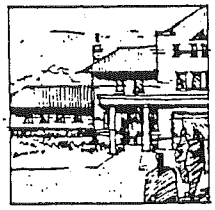
Basing the design on significant views, solar orientation, siting for usable outdoor spaces, etc.

Applicability:

All buildings regardless of type, site condition or development context.

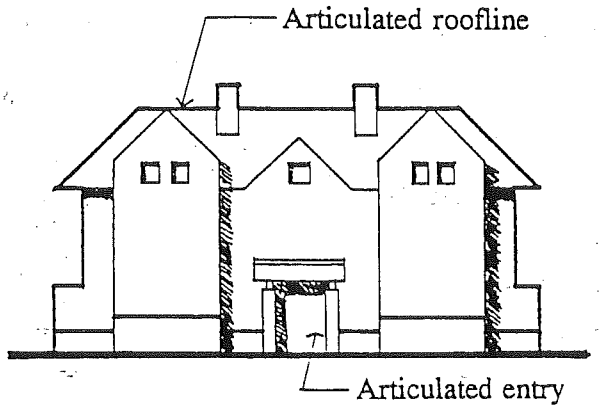
Related Guidelines:

BD 1.1 Consideration of Site Conditions
BD 1.3 Compatibility with Neighbors

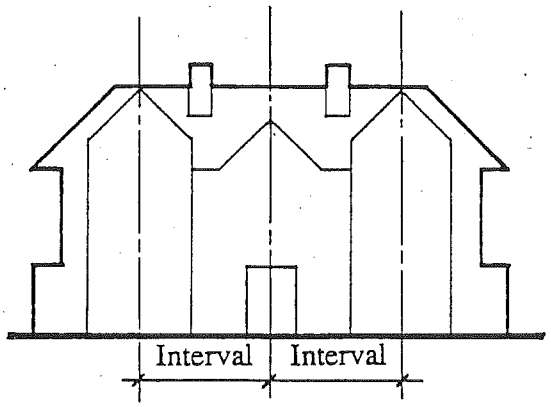


Character and Massing

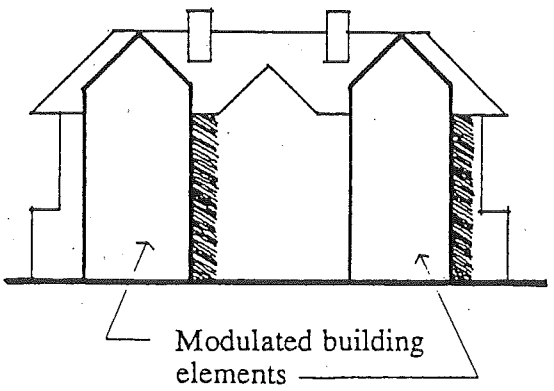
BD 2.1 Articulation and Modulation



Articulation



Interval



Modulation

Intent:

To reduce the apparent size of new buildings and give them more visual interest.

Definition:

Articulation is the giving of emphasis to architectural elements, (like windows, balconies, entries, etc.), that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces.

An *interval* is the measure of articulation - the distance before architectural elements repeat.

Modulation is a measured and proportioned inflexion or setback in a building's face.

Together articulation, modulation and their interval create a sense of scale important to residential buildings.

Guidelines:

Use modulation and articulation in a clear rhythm to reduce the perceived size of all large buildings.

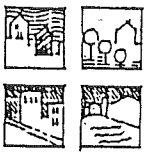
In general residential buildings should be divided and given human scale by using articulation and/or modulation at 40 foot to 50 foot intervals maximum.

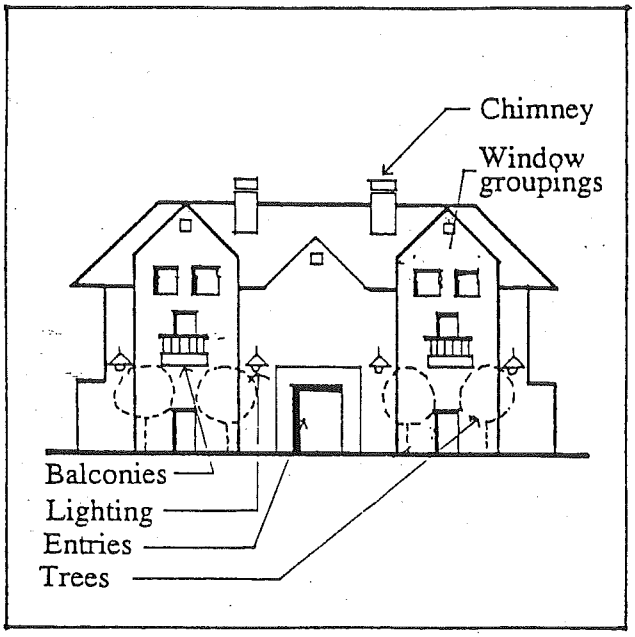
There are a number of ways of articulating a building to divide up its mass and reduce its apparent size. Some are listed here and should be combined for the best results.

- Facade modulation - stepping back or extending forward a portion of the facade at least 6' (measured perpendicular to the front facade), for each interval.
- Fenestration patterns that repeat at intervals at least equal to the articulation interval.

Character and Massing

BD 2.1 Articulation and Modulation (cont.)





Building details which can reinforce the articulation interval.

Guidelines: (continued)

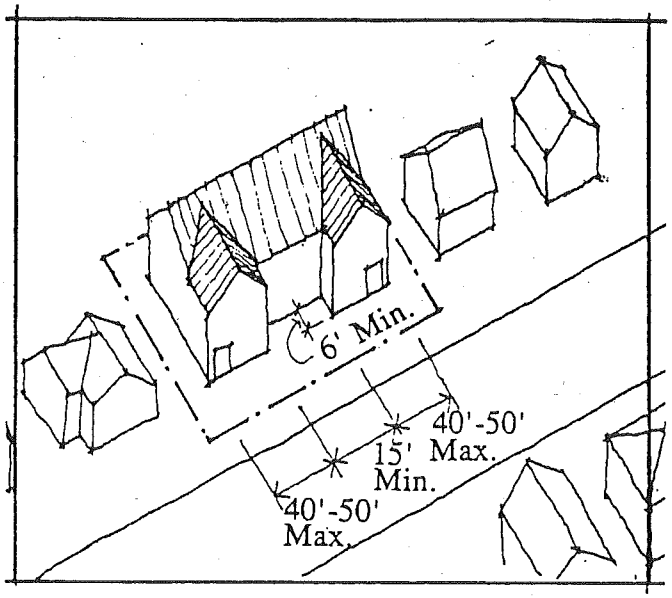
- Articulating each interval with architectural elements like a porch, balcony, bay window and/or covered entry.
- Articulating the roof line within each interval by emphasizing dormers, chimneys, gables, stepped roofs or other roof elements.
- Providing a ground or wall mounted light fixture, a trellis, a tree, or other site feature within each interval.

Applicability:

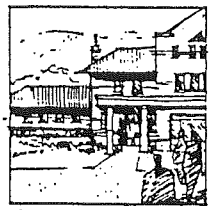
All multi-family buildings in all contexts.

Related Guidelines:

BD 2.2 Architectural Scale
BD 2.3 Rooflines

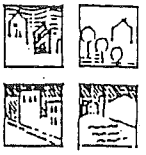


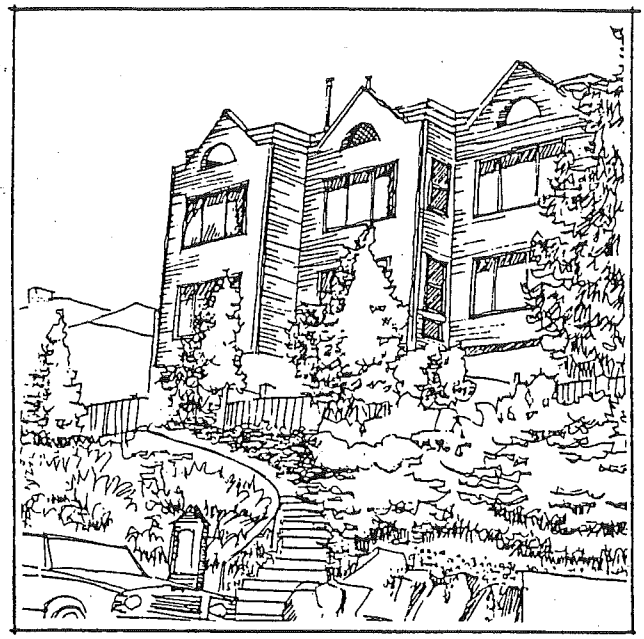
Modulation of the principal building facade adds interest to a long building.



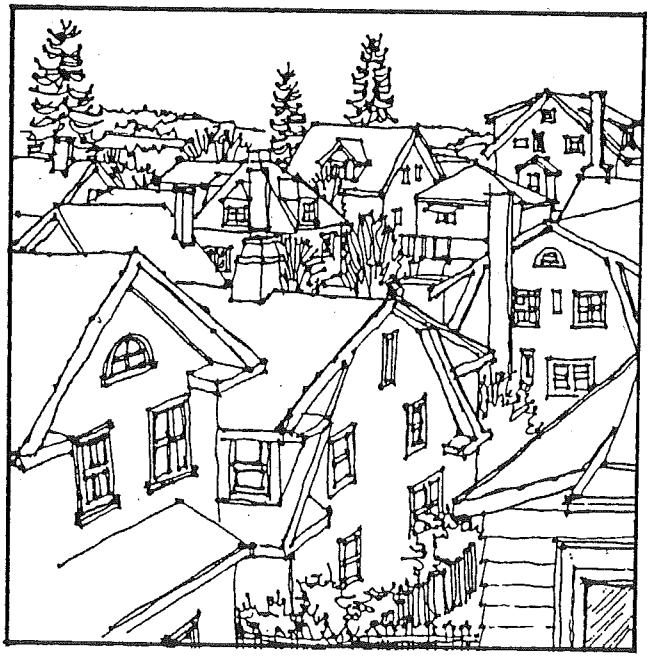
Character and Massing

BD 2.3 Rooflines





Broken roof forms and modulation help reduce the size of this building.



Intent:

To add visual interest to a building and the streetscape and reduce its apparent size.

To complement neighboring structures with prominent roofs.

Guidelines:

Consideration should be given to the design of a building's roofline. The design of the roof should employ at least one of the following:

* gable, gambrel or hipped roof;

* broken or articulated roof line;

* prominent cornice or fascia that emphasizes the top of the building, or;

* other roof element that emphasizes a building's concept and helps it to fit in with its context.

No roof mounted mechanical equipment shall be visible from the sidewalk or roadway of the adjacent street.

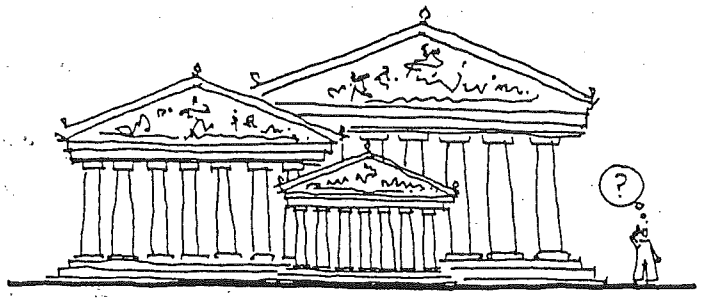
Applicability:

All buildings in all development contexts.

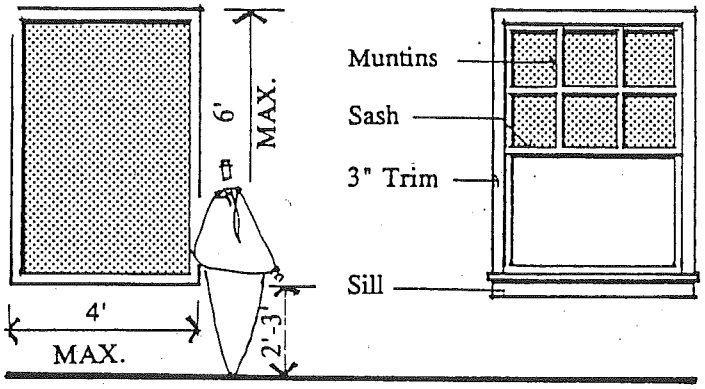
Related Guidelines:

BD 2.1 Articulation and Modulation
BD 2.2 Architectural Scale

Architectural Elements
BD 3.1 Human Scale



Buildings which give few clues to its size are confusing.



Window details are important to give a sense of human scale.

Intent:

To use properly scaled and proportioned building elements which are associated with residential buildings.

To use elements whose size people are familiar with.

Definition and Explanation:

Referred to buildings, "scale" generally means the perceived size of a building relative to a person or the building's surroundings.

Human Scale is derived from a building's architectural details and elements whose size people are familiar with.

Guidelines:

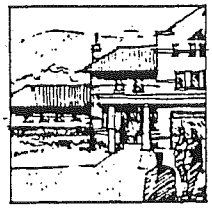
All buildings should incorporate well proportioned architectural features, elements and details to achieve good human scale.

Below are some elements which lend human scale:

* entry details like porches and recesses;

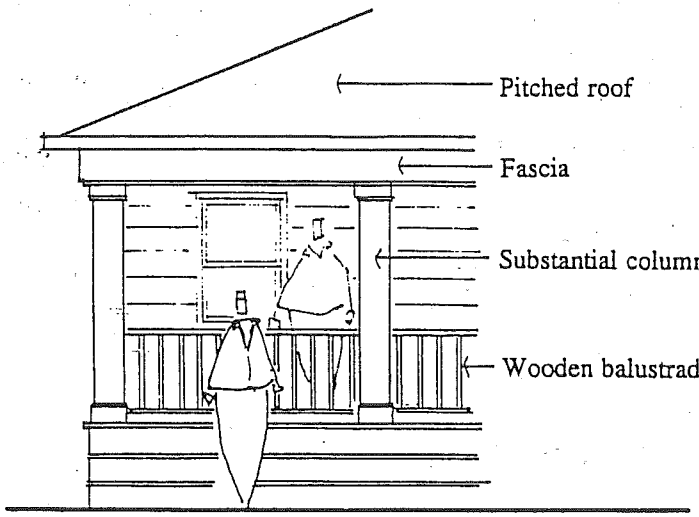
* occupiable spaces like bay windows and balconies;

* window details like vertically proportioned window openings which are recessed into the face of the building and broken up with smaller panes of glass;

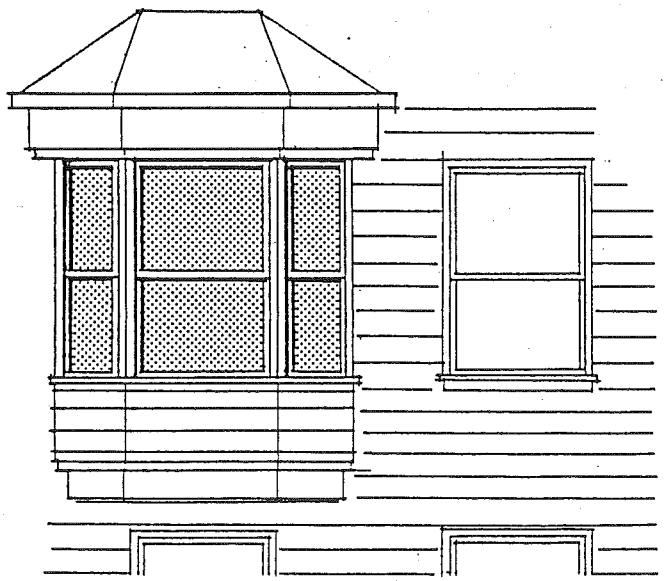


Architectural Elements

BD 3.1 Human Scale (cont.)



Covered entries, like porches, need to be of substantial materials.



Bay windows which protrude from the building wall.

Guidelines (cont.):

* roof details like brackets, chimneys, roof overhangs of at least 18" (measured horizontally), or a roof cornice element at least 12" in width (measured vertically).

* windows which create relief in the facade by being detailed to recede into the building face; and

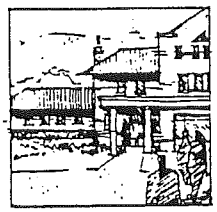
* gabled or hipped roofs, including nested rooflines.

Applicability:

All residential developments in all contexts.

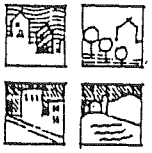
Related Guidelines:

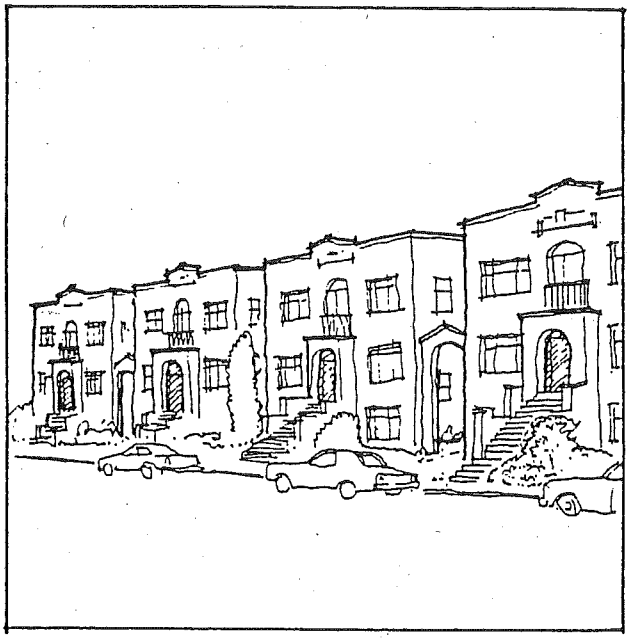
BD 2.2 Architectural Scale
BD 3.2 Building Features



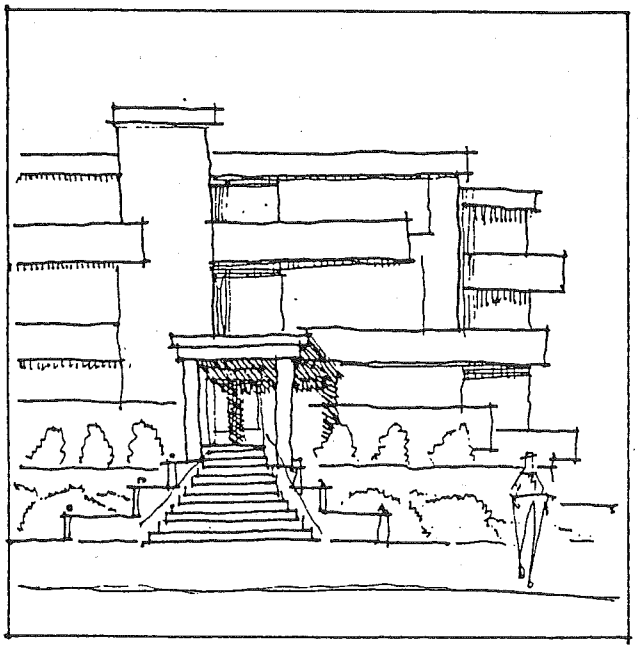
Architectural Elements

BD 3.3 Entries





The entries to these apartments and their courtyards are clearly articulated and inviting.



The covered and recessed entry to the building is well articulated, and with the landscaped planting beds and stairs provide an elegant transition between street and residence.

Intent:

To create an appropriate invitation into a building, providing for security and privacy.

To provide an area where social interaction between neighbors can take place.

Guidelines:

All buildings should have a principal entry visible from the street, (or a marked, paved and well lit pathway). All entries should be convenient from the sidewalk.

Most ground floor units should be directly accessible from the street.

Entries should be highlighted by building elements (like stairs, roofs, special fenestration, etc.)

Provide a recess, porch or other protected exterior area that encourages human activity, (resting, meeting, waiting, etc.).

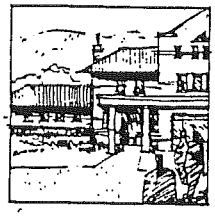
Highlight the entry area with pedestrian scaled lighting and distinctive architectural elements and details.

Applicability:

Development in all contexts.

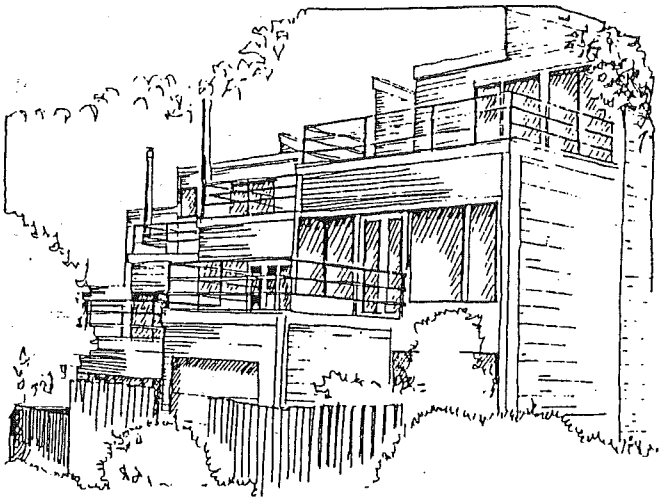
Related Guidelines:

S 1.1 Inhabited Streets
S 2.1 Access to Buildings from the Street
SP 3.2 Siting Parking Areas



Exterior Finish Materials

BD 4.1 Appropriate Materials



These contemporary looking homes have well detailed horizontal wood siding.

Intent:

To enhance the quality of buildings and the streetscape.

To discourage poor materials with high life cycle costs.

Guidelines:

Building exteriors should be constructed of durable and easily maintainable materials that are attractive at close distances.

Materials that have an attractive texture, pattern or quality of detailing are encouraged.

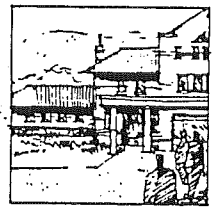
Siding should reflect in texture and color typical Northwest building patterns like wood siding and shingles, brick, stone and terra-cotta tile.

Metal siding should always have visible corner mouldings and trim, and should have a matt finish and a neutral or earth tone color.

Non-durable siding materials like T-111 type plywood, corrugated metal or fiberglass is strongly discouraged as it decays quickly when exposed to the elements and looks unsightly.

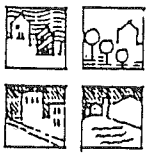
Metal roofing colors should be subdued.

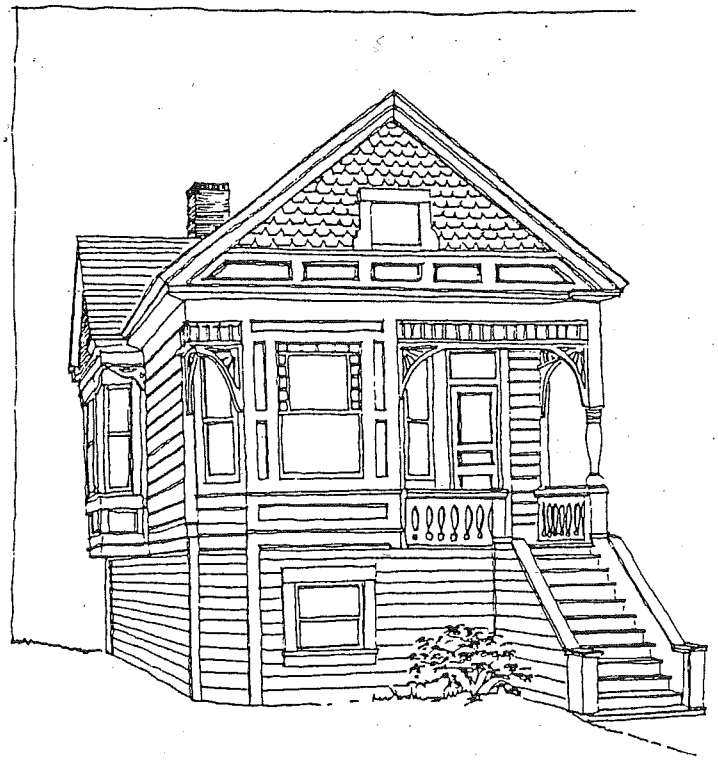
Mirrored glass is discouraged in a residential or pedestrian oriented streetscape.



Exterior Finish Materials

BD 4.1 Appropriate Materials (cont.)





When renovating, or developing adjacent to, buildings with a distinct historic architectural character, care must be taken to choose exterior building materials which are compatible and historically appropriate.

Guidelines (cont.):

Concrete walls should be enhanced by texturing, coloring with a concrete coating or admixture, or by incorporating embossed or sculpted surfaces, mosaics or artwork.

Concrete block walls should be enhanced with textured blocks and colored mortar, decorative bond pattern and/or incorporating other masonry materials.

Stucco and similar troweled finishes should be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods.

Applicability:

Development in all contexts.

Related Guidelines:

BD 3.2 Building Features

N.E. 1/4 SEC. 32, TWP 28 N., RGE. 5 E., W.M.

MILL CREEK EAST

DENSITY CALCULATIONS:

MIN. = MINIMUM
MAX. = MAXIMUM
PROP. = PROPOSED

REQUIREMENTS

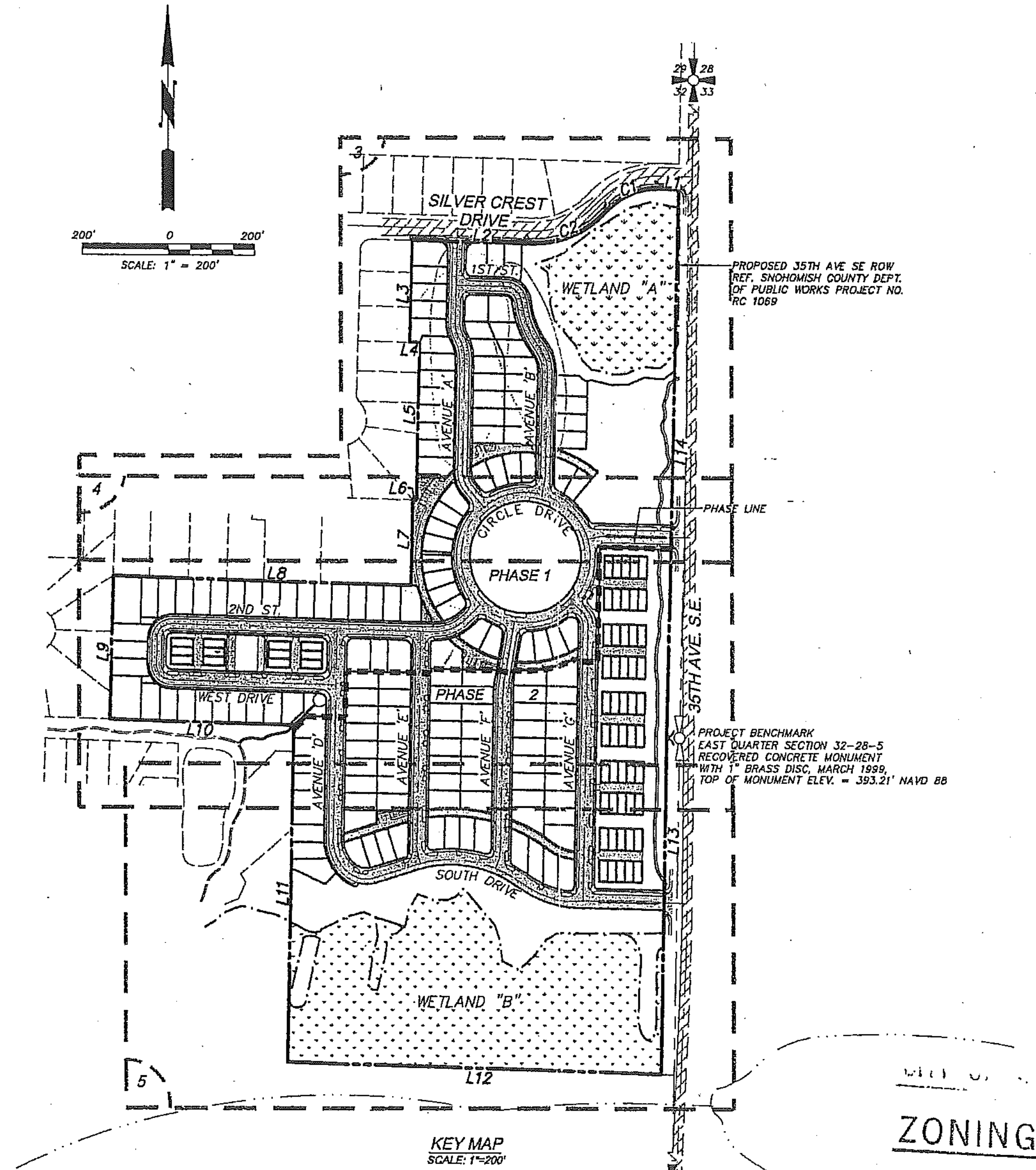
NET DEVELOPABLE AREA (NDA)	SF AC	914,324 20.99
ALLOWABLE/REQUIRED DENSITY	DU DU	5 MIN. 12 MAX.
OPEN SPACE/REC. FACILITIES (20% OF TOTAL)	SF AC	182,864 4.20

PROPOSED

LAND USE:			PERCENTAGE TOTAL AREA
TOTAL SITE AREA	SF AC	1,615,354 37.08	100.00
WETLAND "A"	SF AC	94,157 2.16	5.83
WETLAND "B"	SF AC	265,456 6.09	16.43
PUBLIC STREETS	SF AC	291,277 6.69	18.03
PRIVATE STREETS	SF AC	31,297 0.72	1.94
GARAGE COURTS	SF AC	18,843 0.43	1.17
TOTAL NET DEVELOPABLE AREA (NDA)	SF AC	914,324 20.99	56.61

OPEN SPACE AREA:			PERCENTAGE TOTAL AREA	PERCENTAGE NDA
CENTRAL PARK	SF AC	52,962 1.22	3.28	5.81
POCKET PARKS (TRACT 'H' & BLOCK 20)	SF AC	7,693 0.18	0.48	0.86
LANDSCAPING	SF AC	85,604 1.97	5.31	9.39
35TH STREET TRAIL	SF AC	56,425 1.30	3.50	6.19
WETLAND "A" BUFFER	SF AC	31,790 0.73	1.97	3.48
WETLAND "B" BUFFER	SF AC	77,277 1.77	4.78	8.43
SUBTOTAL	SF AC	311,751 7.16	19.31	34.11
WETLAND "A"	SF AC	94,157 2.16	5.83	--
WETLAND "B"	SF AC	265,456 6.09	16.43	--
TOTAL OPEN SPACE AREA	SF AC	671,364 15.41	41.56	--

USABLE OPEN SPACE AREA:			PERCENTAGE TOTAL AREA	PERCENTAGE NDA
CENTRAL PARK	SF AC	52,962 1.22	3.28	5.81
POCKET PARKS (TRACT 'H' & BLOCK 20)	SF AC	7,693 0.18	0.48	0.86
35TH STREET TRAIL	SF AC	56,425 1.30	3.50	6.19
TOTAL USABLE OPEN SPACE AREA	SF AC	117,080 2.69	7.25	12.81



KEY MAP
SCALE: 1"=200'

BOUNDARY INFORMATION		
#	DIRECTION	DISTANCE
L1	N 88°21'24" W	38.75'
L2	N 88°21'24" W	277.48'
L3	N 01°38'37" E	236.11'
L4	N 88°19'44" W	23.85'
L5	N 01°19'10" E	363.00'
L6	N 88°19'44" W	9.51'
L7	N 01°25'05" E	197.99'
L8	N 88°19'45" W	690.14'
L9	N 01°19'10" E	331.63'
L10	N 88°19'11" W	425.37'
L11	N 01°06'11" E	779.95'
L12	N 88°19'12" W	869.21'
L13	N 01°06'11" E	779.73'
L14	N 01°25'05" E	1267.47'

NUMBER	DELTA ANGLE	RADIUS	ARC LENGTH
C1	49°05'00"	170.00	145.63
C2	49°05'00"	230.00	197.03

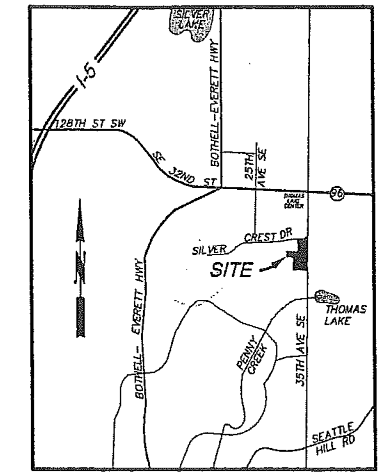
ZONING CASE
No. PP01-56
DATE 3-7-3
BY

BENCHMARK AND DATUM:

PROJECT BENCHMARK ESTABLISHED ON EAST QUARTER SECTION MONUMENT AS SHOWN HEREON. TOP OF BRASS DISC = 393.21 FEET NAVD 88.

VERTICAL DATUM – NAVD 88
VERTICAL DATUM IS BASED ON A G.P.S. TIE TO SNOHOMISH COUNTY CONTROL BENCHMARK #1349. BENCHMARK ELEVATION = 276.83 FEET NAVD 88.

SHEET INDEX:



VICINITY MAP

(NOT TO SCALE)

PROJECT DATA:

OWNER/DEVELOPER: KAJIMA DEVELOPMENT CORPORATION
901 CORPORATE CENTER DR.
SUITE 104
MONTEREY PARK, CALIFORNIA 91754
CONTACT: MR. ROSS ADACHI

ENGINEER: PETERSON CONSULTING ENGINEERS, INC.
4030 LAKE WASHINGTON BLVD N.E.
SUITE 200
KIRKLAND, WASHINGTON 98033
(425) 827-5874
CONTACT: HAROLD F. PETERSON, P.E.

SURVEYOR: METRON AND ASSOCIATES INC.
307 N. OLYMPIC AVENUE, SUITE 203
ARLINGTON, WASHINGTON 98223
(360) 435-3777
CONTACT: THOMAS E. BARRY

SITE DATA:

PROPOSED IMPERVIOUS SURFACE: ROADWAY = 6.72 AC
LOTS = 15.48 AC
EXISTING ZONING: MDR (MEDIUM DENSITY RESIDENTIAL)
TOTAL SITE AREA: 1,615,354 SF (37.08 AC)
TOTAL AREA OF LOTS: 570,325 SF (13.09 AC)
NO. OF PROPOSED LOTS: 225
UTILITY PURVEYORS
- SEWER: SILVER LAKE WATER DISTRICT
- WATER: SILVER LAKE WATER DISTRICT
- FIRE: SNOHOMISH COUNTY FIRE DISTRICT No: 7

PARKING:
- REQUIRED: 481 SPACES
- PROPOSED:
  - TYPE A LOTS: SINGLE-FAMILY DETACHED HOUSES – 262 SPACES (2 SPACES/DU x 131 DU)
  - TYPE B LOTS: SINGLE-FAMILY DUPLEXES – 64 SPACES (2 SPACES/DU x 32 DU)
  - TYPE C LOTS: SINGLE-FAMILY ATTACHED TOWNHOMES – 155 SPACES (2.5 SPACES/DU x 62 DU) (2 SPACES/DU + .5 SPACES/DU GUEST PARKING)

TOTAL PARKING PROVIDED: 766 SPACES (225 EXTRA) (ADDITIONAL PARKING IS PROVIDED IN DRIVEWAYS AND ON STREETS/ALLEYS)

WETLAND AND BUFFER:
- WETLAND "A": 125,947 SF
- WETLAND "B": 342,733 SF

BUILDING INFO:
- SEISMIC ZONE: 3
- CONSTRUCTION TYPE:
  - TYPE A LOTS: SINGLE-FAMILY DETACHED HOUSES (TYPE V-N)
  - TYPE B LOTS: SINGLE-FAMILY DUPLEXES (TYPE V-N)
  - TYPE C LOTS: SINGLE FAMILY ATTACHED TOWNHOMES (TYPE V-1hr)
- OCCUPANCY GROUP:
  - TYPE A LOTS: SINGLE-FAMILY DETACHED HOUSES (R-3)
  - TYPE B LOTS: SINGLE-FAMILY DUPLEXES (R-3)
  - TYPE C LOTS: SINGLE FAMILY ATTACHED TOWNHOMES (R-1)
- ACCESSIBLE DWELLING UNITS: 4 TYPE A ACCESSIBLE TOWNHOME UNITS
- SPRINKLER SYSTEMS:
  - TYPE A LOTS: SINGLE-FAMILY DETACHED HOUSES (NOT REQUIRED)
  - TYPE B LOTS: SINGLE-FAMILY DUPLEXES (NOT REQUIRED)
  - TYPE C LOTS: SINGLE FAMILY ATTACHED TOWNHOMES (AUTOMATIC SPRINKLER SYSTEM REQUIRED PER MILL CREEK CODE
- BUILDING CODE: 2000 WASHINGTON STATE-WIDE AMENDMENTS TO THE 1997 UNIFORM BUILDING CODE
- ENERGY CODE: 2001 WASHINGTON STATE ENERGY CODE
- VENTILATION AND INDOOR-AIR QUALITY CODE: 2000 WASHINGTON STATE V.I.A.Q. CODE

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	RSG	JAS

DESIGN GROUP
JENNIFER A. STEIG, P.E. — PROJECT MANAGER:
J. STEIG — DESIGNED:
H. ONG — CADD:
J. STEIG — CHECKED:
7/26/02 — DATE:
PP1KAJ01 — FILE NAME:

OVERALL PLAT PLAN

MILL CREEK EAST

CITY OF MILL CREEK — WASHINGTON

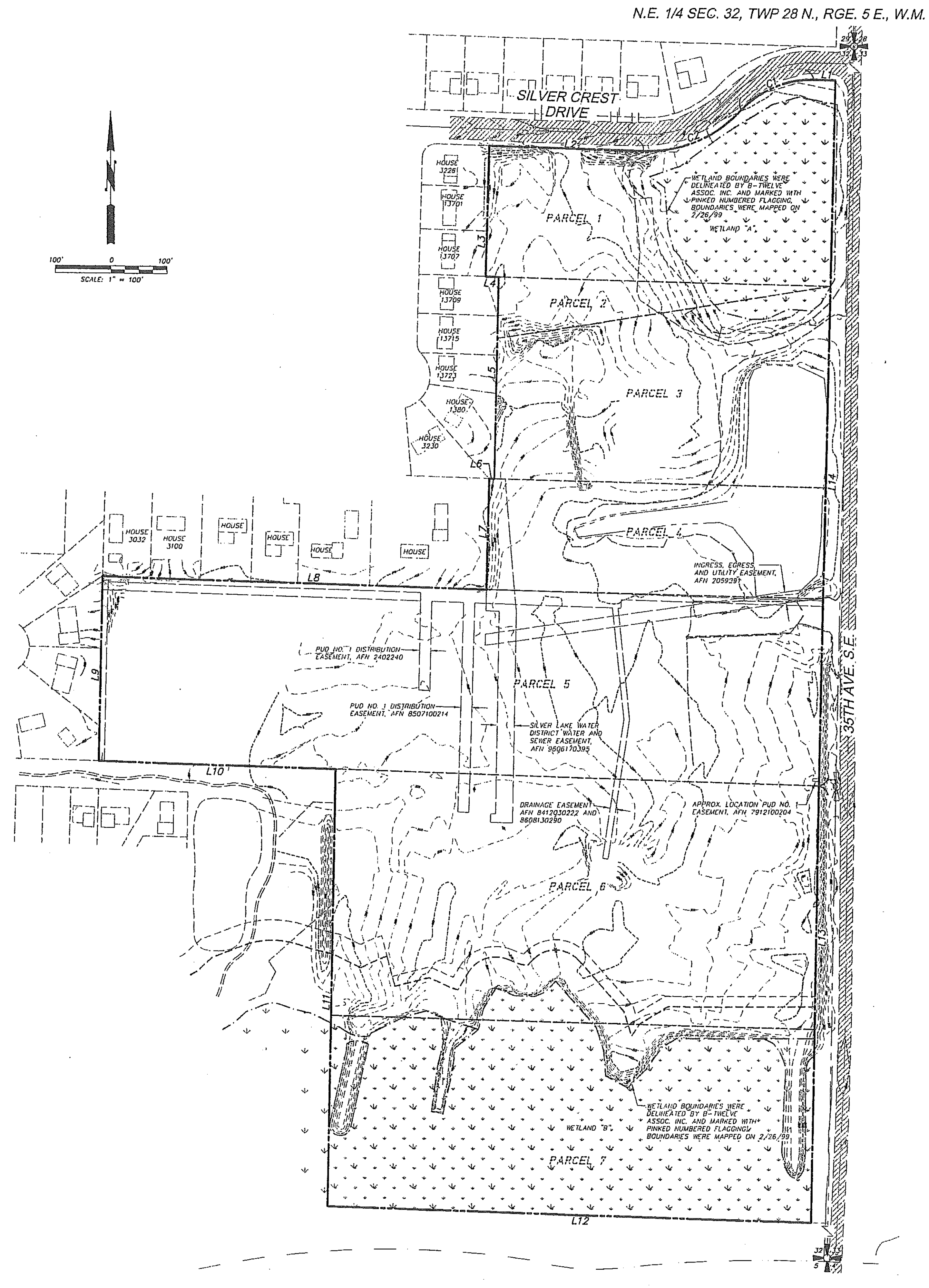
JENNIFER ANN STEIG, STATE OF WASHINGTON, 32236, REGISTERED PROFESSIONAL ENGINEER, 3-7-03
EXPIRES 09/09/04

STAMP NOT VALID UNLESS SIGNED AND DATED

PETERSON CONSULTING ENGINEERS
4030 Lake Washington Blvd. N.E., Suite 200
Kirkland, WA 98033
Tel (425) 827-5874
Fax (425) 822-7216

JOB NUMBER KAJI-0001

N.E. 1/4 SEC. 32, TWP 28 N., RGE. 5 E., W.M.



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L13	N 01°06'11" E	779.73'
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NUMBER	DELTA ANGLE	RADIUS	ARC LENGTH
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C2	49°05'00"	230.00	197.03

LEGAL DESCRIPTION:

PARCEL ONE

THE NORTH 3/4 OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M; EXCEPT THE SOUTH 561 FEET; EXCEPT 35TH AVENUE S.E.; AND EXCEPT ANY PORTION THEREOF WITHIN THE PLAT OF SILVER CREST, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 29 OF PLATS, PAGES 9 AND 10, RECORDS OF SNOHOMISH COUNTY, WASHINGTON.

PARCEL TWO

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M., DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT OF THE EAST LINE OF SAID SUBDIVISION WHICH IS SOUTH 0°17'24" EAST 434.44 FEET FROM THE NORTHEAST CORNER THEREOF, AND THE TRUE POINT OF BEGINNING; THENCE SOUTH 89°57'46" WEST 790 FEET; THENCE SOUTH 0°02'14" EAST 137.47 FEET; THENCE NORTH 80°05'30" EAST 801.87 FEET TO THE TRUE POINT OF BEGINNING; EXCEPT PORTION THEREOF LYING WITHIN SILVER GLEN, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 62, RECORDS OF SNOHOMISH COUNTY, WASHINGTON; AND EXCEPT PORTION LYING WITHIN 35TH AVENUE S.E.

PARCEL THREE

THE NORTH 363 FEET OF THE SOUTH 561 FEET OF THE NORTH 3/4THS OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.; EXCEPT THE WEST 700 FEET THEREOF; AND EXCEPT THAT PORTION THEREOF LYING WITHIN THE FOLLOWING DESCRIBED TRACT: BEGINNING AT A POINT ON THE EAST LINE OF SAID SUBDIVISION, WHICH IS SOUTH 0°17'24" EAST 434.44 FEET FROM THE NORTHEAST CORNER THEREOF, AND THE TRUE POINT OF BEGINNING; THENCE SOUTH 89°57'46" WEST 790 FEET; THENCE SOUTH 0°02'14" EAST 137.47 FEET; THENCE NORTH 80°05'30" EAST 801.87 FEET TO THE TRUE POINT OF BEGINNING. ALSO EXCEPT ANY PORTION THEREOF LYING WITHIN THOMAS LAKE ROAD (35TH AVENUE S.E.)

PARCEL FOUR

THE EAST 635 FEET OF THE SOUTH 198 FEET OF THE NORTH 3/4THS OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.; EXCEPT ANY PORTION THEREOF LYING WITHIN THOMAS LAKE ROAD (35TH AVENUE S.E.)

PARCEL FIVE

THE SOUTH HALF OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.; EXCEPT COUNTY ROADS.

PARCEL SIX

THE NORTH 439.95 FEET, AS MEASURED ALONG THE EAST LINE, OF THE EAST 899.21 FEET, AS MEASURED ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M., RECORDS OF SNOHOMISH COUNTY, WASHINGTON; EXCEPT THE EAST 30.0 FEET THEREOF FOR COUNTY ROAD.

PARCEL SEVEN

THE SOUTH 340 FEET OF THE NORTH 779.95 FEET, AS MEASURED ALONG THE EAST LINE THEREOF, OF THE EAST 899.21 FEET, AS MEASURED ALONG THE NORTH LINE THEREOF, OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M.

ALL SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

PROPERTY OWNERS:

PARCEL #	TAX ACCOUNT #	OWNER	ADDRESS
ONE	322805102300	MILL CREEK EAST, L.L.C.	
TWO	322805102600		
THREE	322805102200		
FOUR	322805103000		
FIVE	322805102000		
SIX	322805401700		
SEVEN	322805400300		901 CORPORATE CENTER DR. SUITE 104 MONTEREY PARK, CALIFORNIA 91754 CONTACT: MR. ROSS ADACHI

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	RSG	JAS

DESIGN GROUP
JENNIFER A. STEIG, P.E. — PROJECT MANAGER:
J. STEIG — DESIGNED:
H. ONG — CADD:
J. STEIG — CHECKED:
7/26/02 — DATE:
PP5KAJ01 — FILE NAME:

OVERALL PLAT PLAN

MILL CREEK EAST

CITY OF MILL CREEK WASHINGTON

JENNIFER ANN STEIG — STATE OF WASHINGTON — 32236 — REGISTERED PROFESSIONAL ENGINEER
3-7-03
EXPIRES 09/09/04

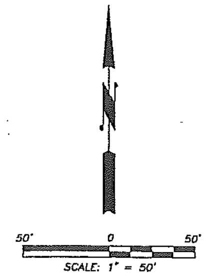
STAMP NOT VALID UNLESS SIGNED AND DATED

PETERSON CONSULTING ENGINEERS
4030 Lake Washington Blvd. N.E., Suite 200
Kirkland, WA 98033
Tel (425) 827-5874
Fax (425) 822-7216

JOB NUMBER KAJI-0001

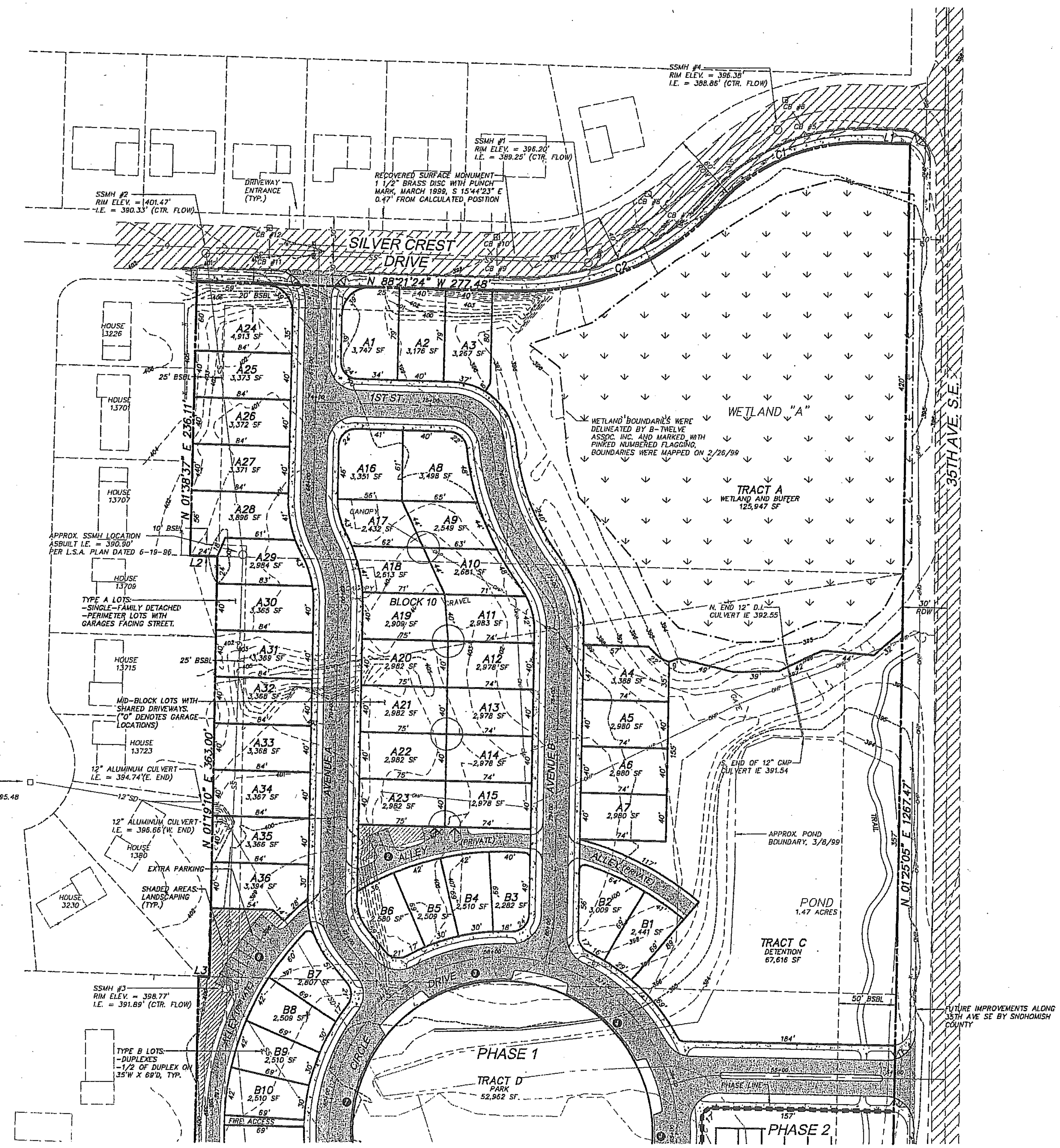
SHEET NUMBER 2 OF 13

N.E. 1/4 SEC. 32, TWP 28 N., RGE. 5 E., W.M.



LEGEND

A28	SINGLE-FAMILY DETACHED
B5	SINGLE-FAMILY DUPLEXES
C1	SINGLE-FAMILY ATTACHED TOWNHOMES
❷	STREET PARKING SPACE COUNT
⊕	"A" LOTS WITH REAR GARAGE UNITS



SEE SHEET 4

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	RSG	JAS

DESIGN GROUP

JENNIFER A. STEIG, P.E. — PROJECT MANAGER:
J. STEIG — DESIGNED:
H. ONG — CADD:
J. STEIG — CHECKED:
7/26/02 — DATE:
PP2KAJ01 — FILE NAME:

PRELIMINARY PLAT PLAN

MILL CREEK EAST

CITY OF MILL CREEK — WASHINGTON

EXPIRES 09/09/04

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PETERSON CONSULTING ENGINEERS
4030 Lake Washington Blvd. N.E., Suite 200
Kirkland, WA 98033
Tel (425) 827-5874
Fax (425) 822-7216

JOB NUMBER KAJI-0001

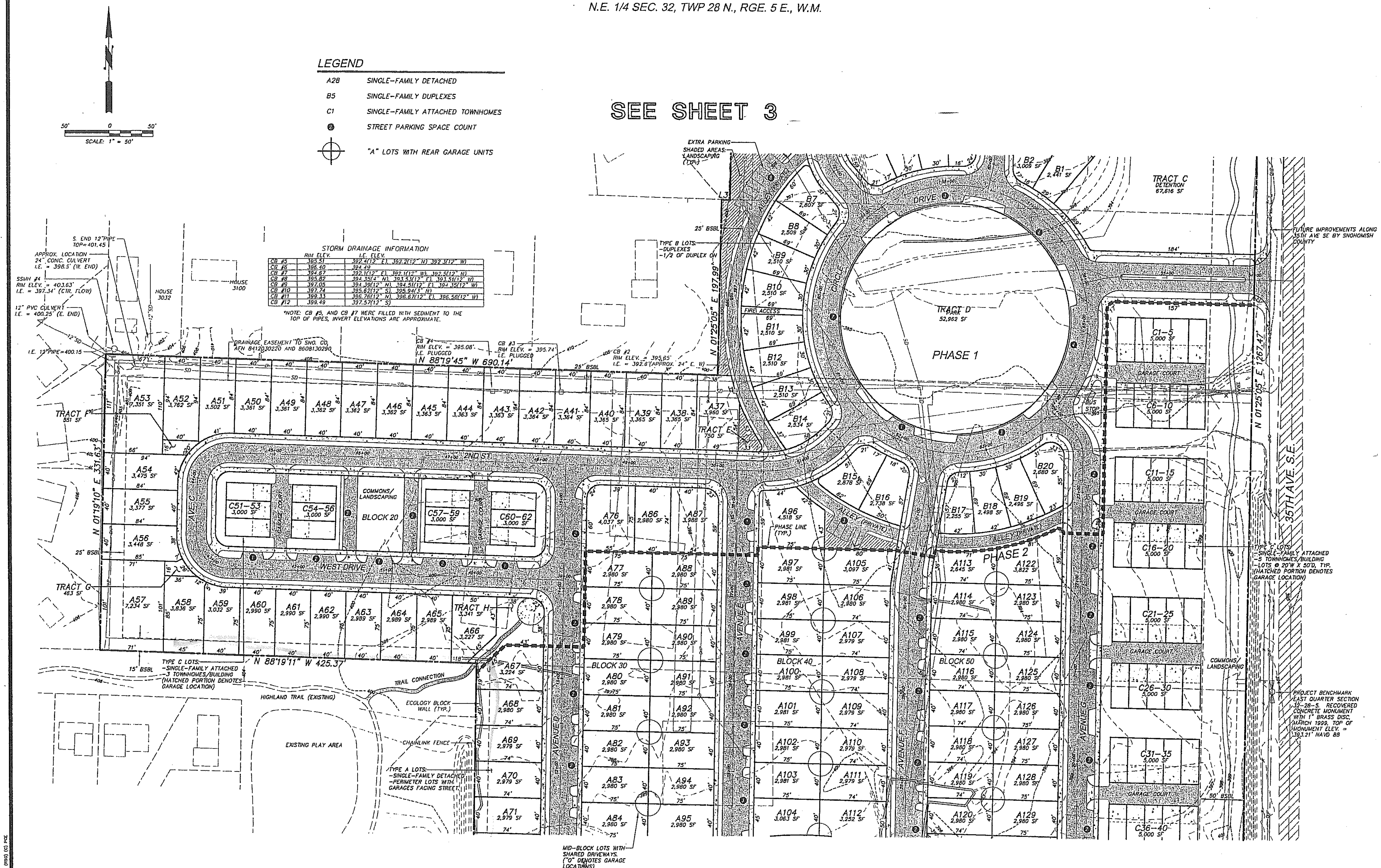
N.E. 1/4 SEC. 32, TWP 28 N., RGE. 5 E., W.M.

LEGEND

A28	SINGLE-FAMILY DETACHED
B5	SINGLE-FAMILY DUPLEXES
C1	SINGLE-FAMILY ATTACHED TOWNHOMES
●	STREET PARKING SPACE COUNT
⊕	"A" LOTS WITH REAR GARAGE UNITS

SCALE: 1" = 50'

SEE SHEET 3



PHASE 1
PHASE 2
TRACT D 52,962 SF
TRACT C DETENTION 67,616 SF
TRACT E 750 SF
TRACT F 551 SF
TRACT G 463 SF
TRACT H 3,341 SF
BLOCK 20
BLOCK 30
BLOCK 40
BLOCK 50
COMMONS/ LANDSCAPING
2ND ST.
WEST DRIVE
CIRCLE DRIVE
AVENUE C
AVENUE D
AVENUE E
AVENUE F
AVENUE G
35TH AVE. S.E.
ALLEY (PRIVATE)
GARAGE COURT
N 88°19'45" W 690.14'
N 88°19'11" W 425.37'
N 01°19'10" E 331.63'
N 01°25'05" E 197.99'
N 01°25'05" E 1267.47'
HIGHLAND TRAIL (EXISTING)
EXISTING PLAY AREA
TRAIL CONNECTION
ECOLOGY BLOCK WALL (TYP.)
CHAINLINK FENCE
BUS STOP
DRAINAGE EASEMENT TO SNO. CO. AFN 8412030220 AND 8608130290
EXTRA PARKING SHADED AREAS: LANDSCAPING (TYP.)
TYPE B LOTS: -DUPLEXES -1/2 OF DUPLEX ON
FUTURE IMPROVEMENTS ALONG 35TH AVE SE BY SNOHOMISH COUNTY
TYPE C LOTS: -SINGLE-FAMILY ATTACHED -5 TOWNHOMES/BUILDING -LOTS @ 20'W X 50'D, TYP. (HATCHED PORTION DENOTES GARAGE LOCATION)
TYPE C LOTS: -SINGLE-FAMILY ATTACHED -3 TOWNHOMES/BUILDING (HATCHED PORTION DENOTES GARAGE LOCATION)
TYPE A LOTS: -SINGLE-FAMILY DETACHED -PERIMETER LOTS WITH GARAGES FACING STREET
MID-BLOCK LOTS WITH SHARED DRIVEWAYS. ("O" DENOTES GARAGE LOCATIONS)
PROJECT BENCHMARK EAST QUARTER SECTION 32-28-5. RECOVERED CONCRETE MONUMENT WITH 1" BRASS DISC, MARCH 1999. TOP OF MONUMENT ELEV. = 393.21' NAVD 88
CB #4 RIM ELEV. = 395.08' I.E. PLUGGED
CB #3 RIM ELEV. = 395.74' I.E. PLUGGED
CB #2 RIM ELEV. = 395.65' I.E. = 392.8'(APPROX. 24" E, W)
SSMH #4 RIM ELEV. = 403.63' I.E. = 397.34' (CIR. FLOW)
HOUSE 3032
HOUSE 3100

STORM DRAINAGE INFORMATION

	RIM ELEV.	I.E. ELEV.
CB #5	395.51	392.4(12" E), 392.2(12" N) 392.3(12" W)
CB #6	396.40	394.49
CB #7	394.67	392.1(12" E), 392.1(12" W), 392.5(12" N)
CB #8	395.82	394.35(4" N), 393.53(12" E), 393.51(12" W)
CB #9	397.05	394.39(12" N), 394.51(12" E), 394.35(12" W)
CB #10	397.74	395.62(12" S), 395.94(3" N)
CB #11	399.33	396.76(12" N), 396.67(12" E), 396.56(12" W)
CB #12	399.49	397.57(12" S)

*NOTE: CB #5, AND CB #7 WERE FILLED WITH SEDIMENT TO THE TOP OF PIPES, INVERT ELEVATIONS ARE APPROXIMATE.

SEE SHEET 5

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	RSG	JAS

DESIGN GROUP

JENNIFER A. STEIG, P.E. — PROJECT MANAGER:
J. STEIG — DESIGNED:
H. ONG — CADD:
J. STEIG — CHECKED:
7/26/02 — DATE:
PP3KAJ01 — FILE NAME:

PRELIMINARY PLAT PLAN

MILL CREEK EAST

CITY OF MILL CREEK — WASHINGTON

JENNIFER ANN STEIG — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 3-7-03

EXPIRES 09/09/04

STAMP NOT VALID UNLESS SIGNED AND DATED

PETERSON CONSULTING ENGINEERS
4030 Lake Washington Blvd. N.E., Suite 200
Kirkland, WA 98033
Tel (425) 827-5874
Fax (425) 822-7218

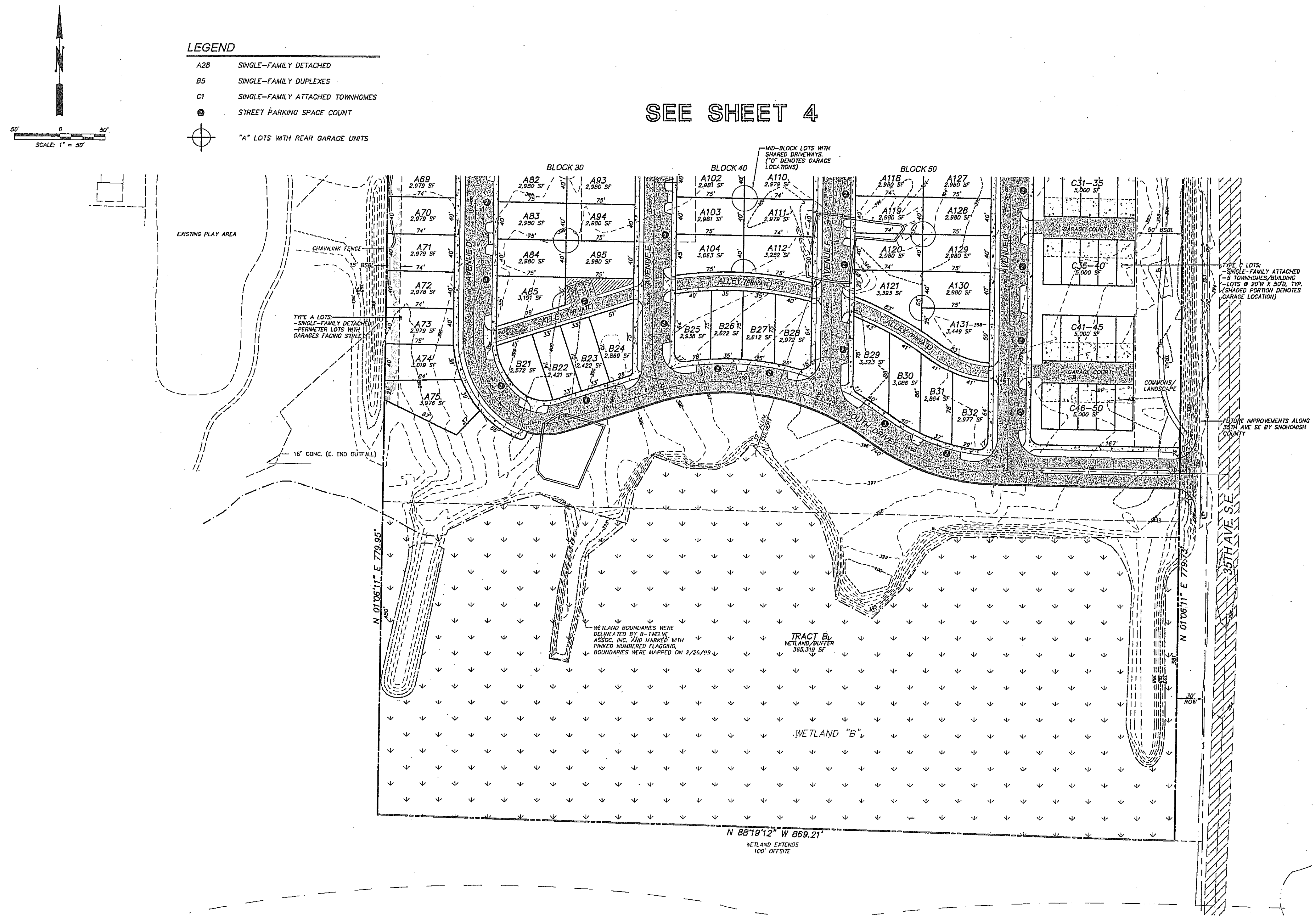
JOB NUMBER KAJI-0001

N.E. 1/4 SEC. 32, TWP 28 N., RGE. 5 E., W.M.

LEGEND

A28	SINGLE-FAMILY DETACHED
B5	SINGLE-FAMILY DUPLEXES
C1	SINGLE-FAMILY ATTACHED TOWNHOMES
❷	STREET PARKING SPACE COUNT
⊕	"A" LOTS WITH REAR GARAGE UNITS

SEE SHEET 4



PRELIMINARY PLAT PLAN

MILL CREEK EAST

CITY OF MILL CREEK

WASHINGTON

NO.	DATE	REVISION	BY	CK
△	3/7/03	PER CITY COMMENTS	PSD	JAS

DESIGN GROUP
JENNIFER A. STEIG, P.E.
PROJECT MANAGER:
J. STEIG
DESIGNED:
N. ONG
CADD:
J. STEIG
CHECKED:
7/26/02
DATE:
PPAKAJ01
FILE NAME:

JENNIFER ANN STEIG, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER
3-7-03
EXPIRES 09/09/04

STAMP NOT VALID UNLESS SIGNED AND DATED

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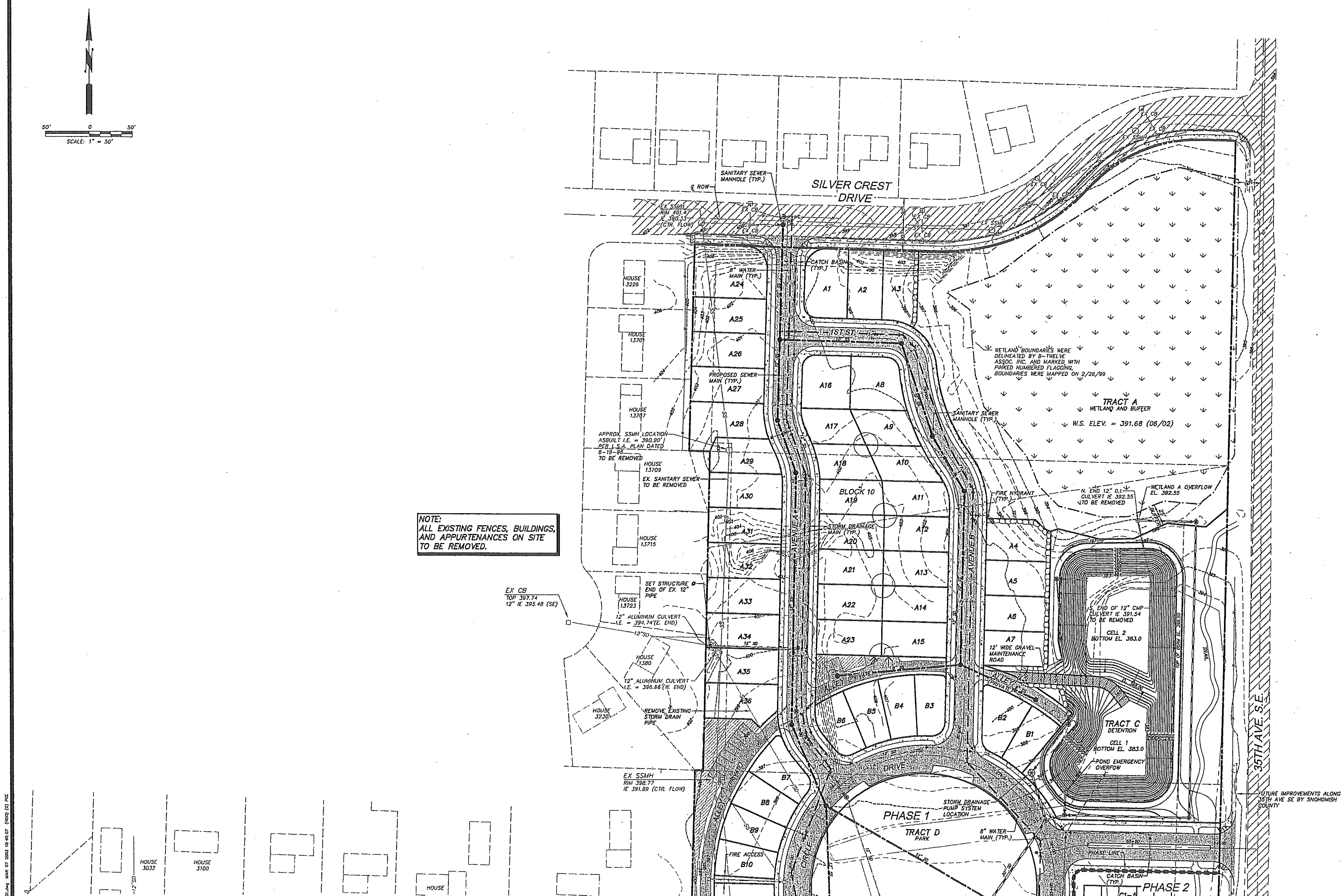
Tel (425) 827-5874
Fax (425) 822-7216

JOB NUMBER KAJI-0001

SEC. 32, TWP. 28 N., RGE. 5 E., W.M.



SEE SHEET 7

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS		

DESIGN GROUP
JENNIFER A. STEIG, P.E. — PROJECT MANAGER
J. STEIG — DESIGNED
H. ONG — CADD
J. STEIG — CHECKED
7/26/02 — DATE
UP1KAJ01 — FILE NAME

PRELIMINARY STORMWATER MANAGEMENT AND UTILITY PLAN

MILL CREEK EAST

CITY OF MILL CREEK — WASHINGTON

EXPIRES 09/09/04

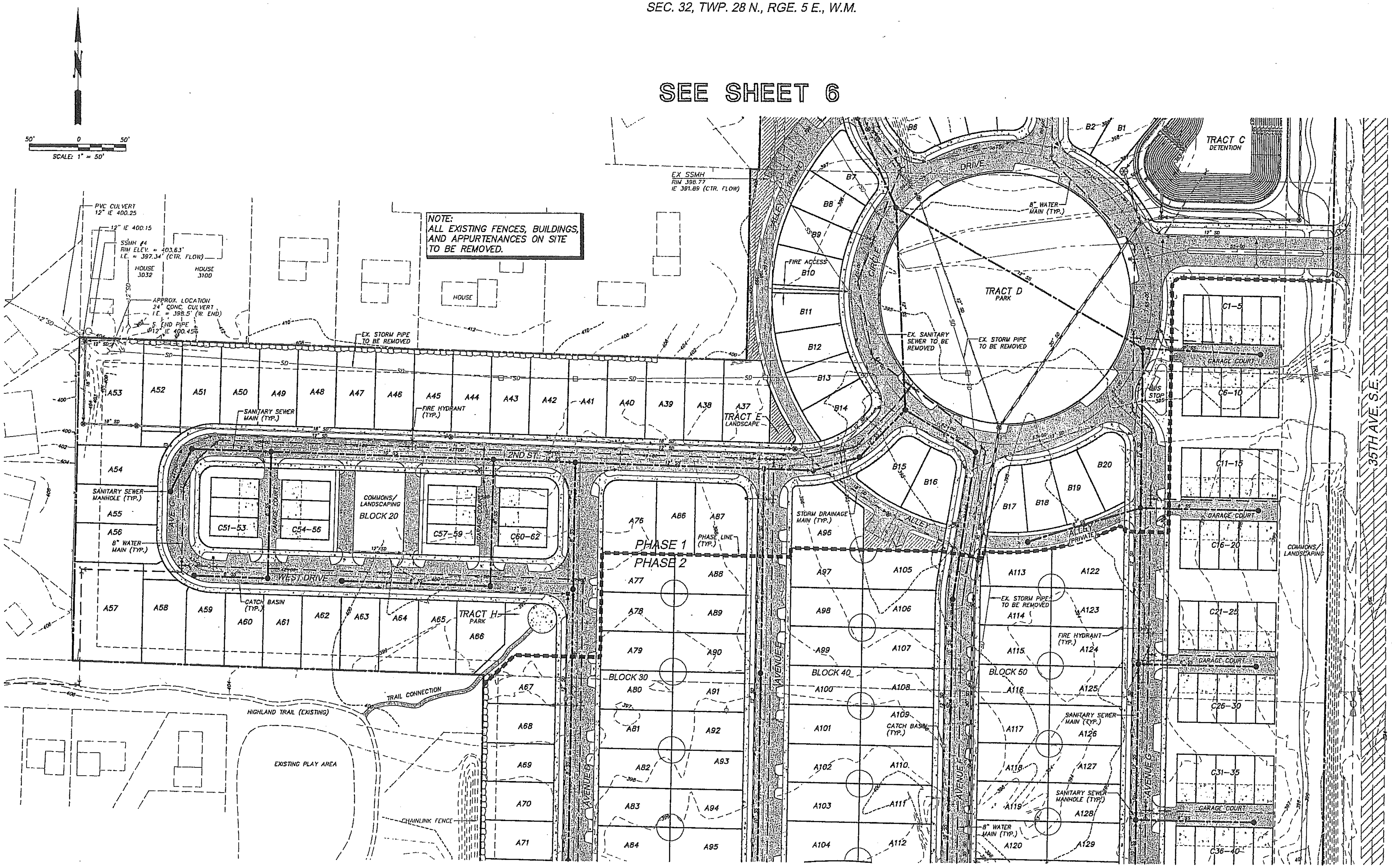
STAMP NOT VALID UNLESS SIGNED AND DATED

PETERSON CONSULTING ENGINEERS
4030 Lake Washington Blvd. N.E., Suite 2
Kirkland, WA 98033
Tel (425) 827-5874
Fax (425) 822-7216

JOB NUMBER KAJI-0001

SHEET NUMBER 6 of 13

SEE SHEET 6



SEE SHEET 8

NO. DATE REVISION BY CK
1 3/7/03 PER CITY COMMENTS

DESIGN GROUP
JENNIFER A. STEIG, P.E.
PROJECT MANAGER:
J. STEIG
DESIGNED:
H. ONG
CADD:
J. STEIG
CHECKED:
7/26/02
DATE:
UP2KAJI01
FILE NAME:

PRELIMINARY STORMWATER MANAGEMENT AND UTILITY PLAN

MILL CREEK EAST

CITY OF MILL CREEK WASHINGTON

JENNIFER ANN STEIG
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
EXPIRES 09/09/04

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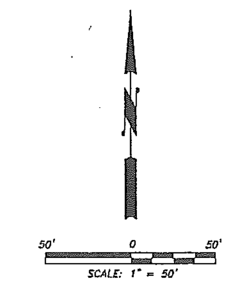
Fax (425) 822-7216

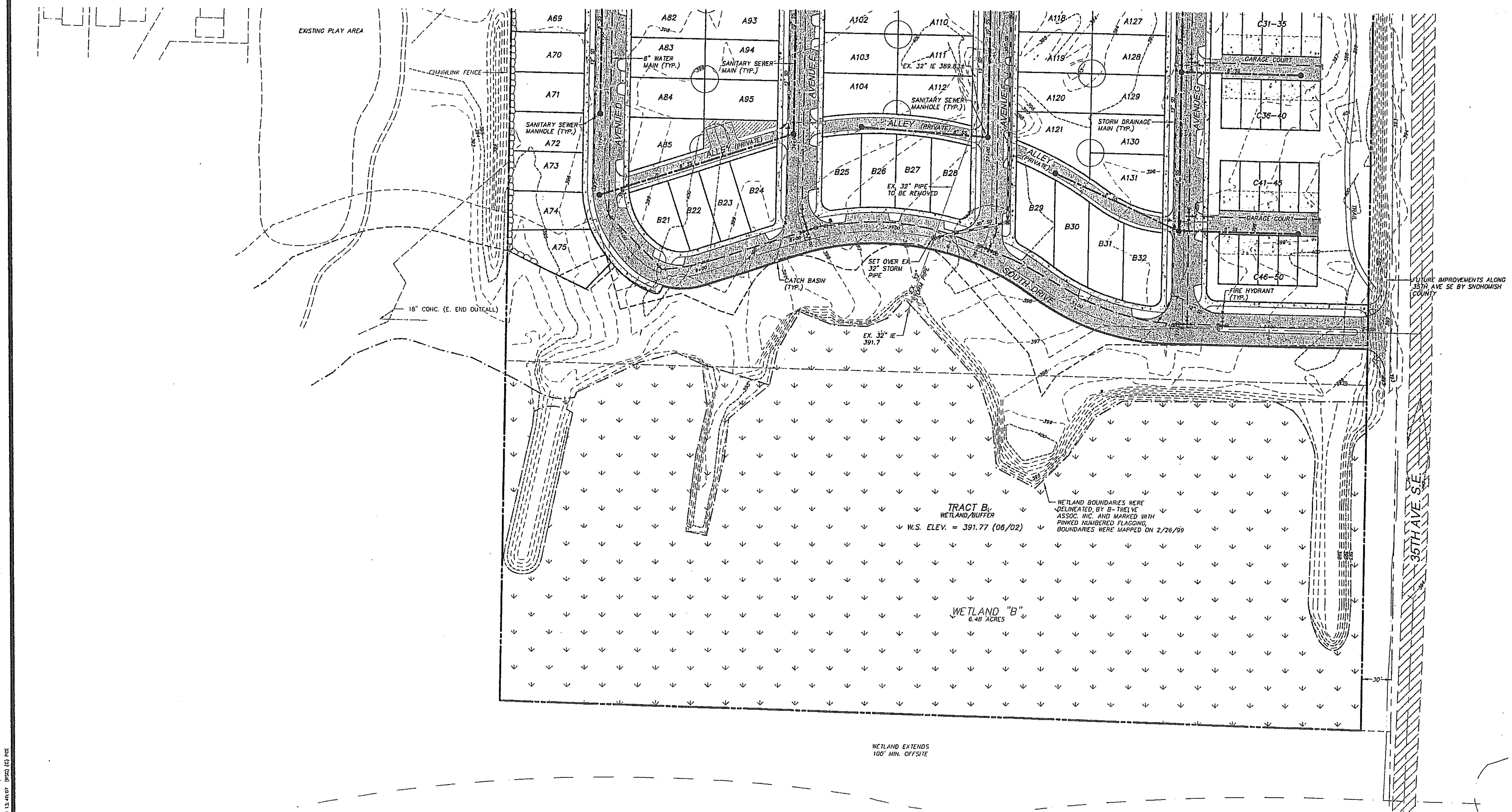
JOB NUMBER KAJI-0001

SHEET NUMBER 7 OF 13

SEC. 32, TWP. 28 N., RGE. 5 E., W.M.

SEE SHEET 7





NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	RSG	JAS

DESIGN GROUP

JENNIFER A. STEIG, P.E.
PROJECT MANAGER:

J. STEIG
DESIGNED:

H. ONG
CADD:

J. STEIG
CHECKED:

7/26/02
DATE:

UP3KAJ01
FILE NAME:

PRELIMINARY STORMWATER MANAGEMENT AND UTILITY PLAN

MILL CREEK EAST

CITY OF MILL CREEK — WASHINGTON

JENNIFER ANN STEIG — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

EXPIRES 09/09/04

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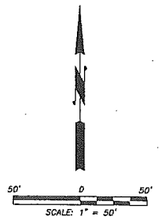
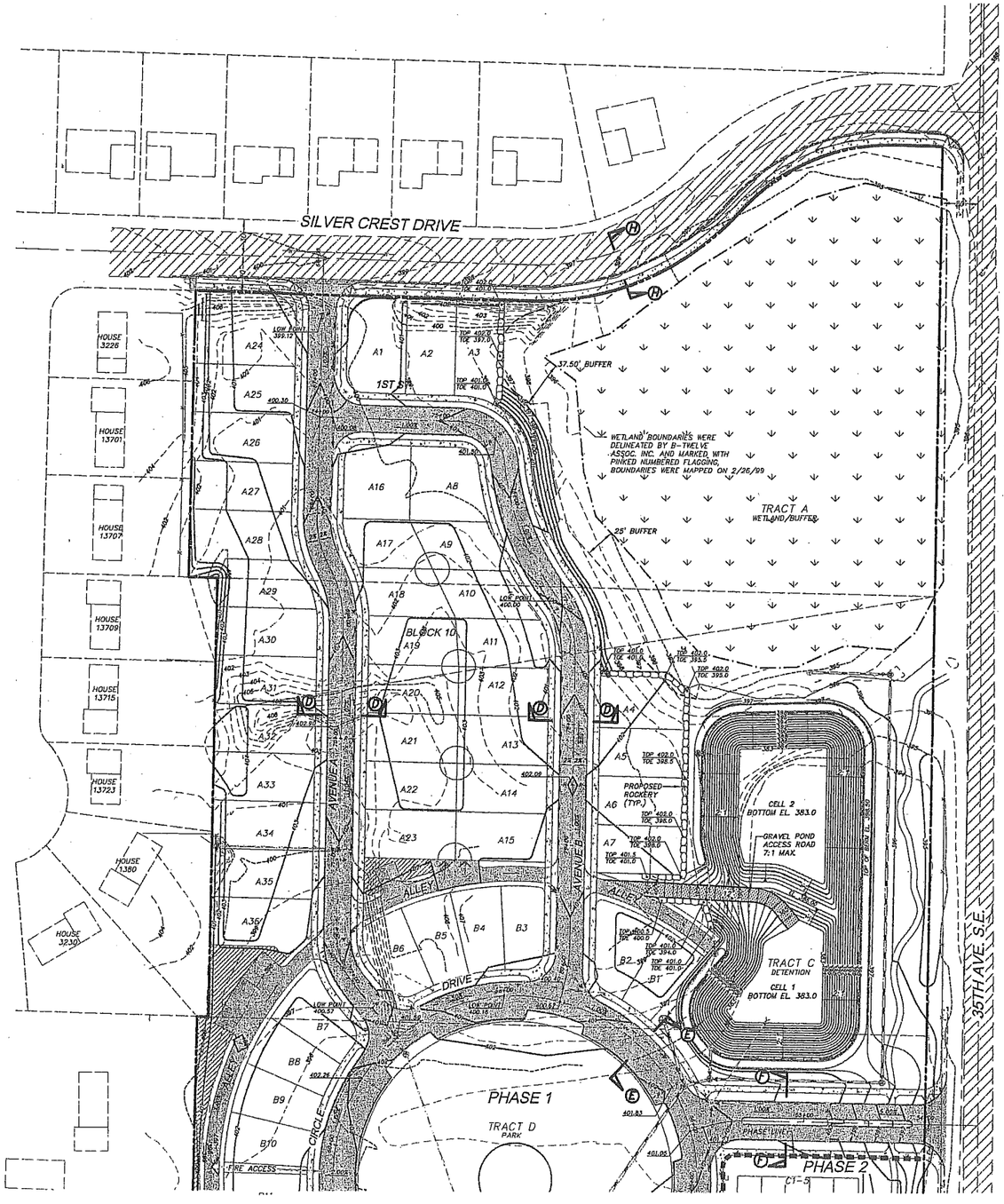
JOB NUMBER KAJI-0001

SEC. 32, TWP. 28 N., RGE. 5 E., W.M.





SEE SHEET 10

PRELIMINARY GRADING PLAN

MILL CREEK EAST

CITY OF MILL CREEK WASHINGTON

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	RSD	JAS

DESIGN GROUP
JENNIFER A. STEIG, P.E. PROJECT MANAGER:
J. STEIG DESIGNED:
H. ONG CADD:
J. STEIG CHECKED:
7/26/02 DATE:
GPHXA01 FILE NAME:

JENNIFER ANN STEIG — STATE OF WASHINGTON — 20036 — REGISTERED PROFESSIONAL ENGINEER
3-7-03
EXPIRES 09/09/04

STAMP NOT VALID UNLESS SIGNED AND DATED

PETERSON CONSULTING ENGINEERS
4030 Lake Washington Blvd. N.E., Suite 200
Kirkland, WA 98033
Tel (425) 827-5674
Fax (425) 822-7216

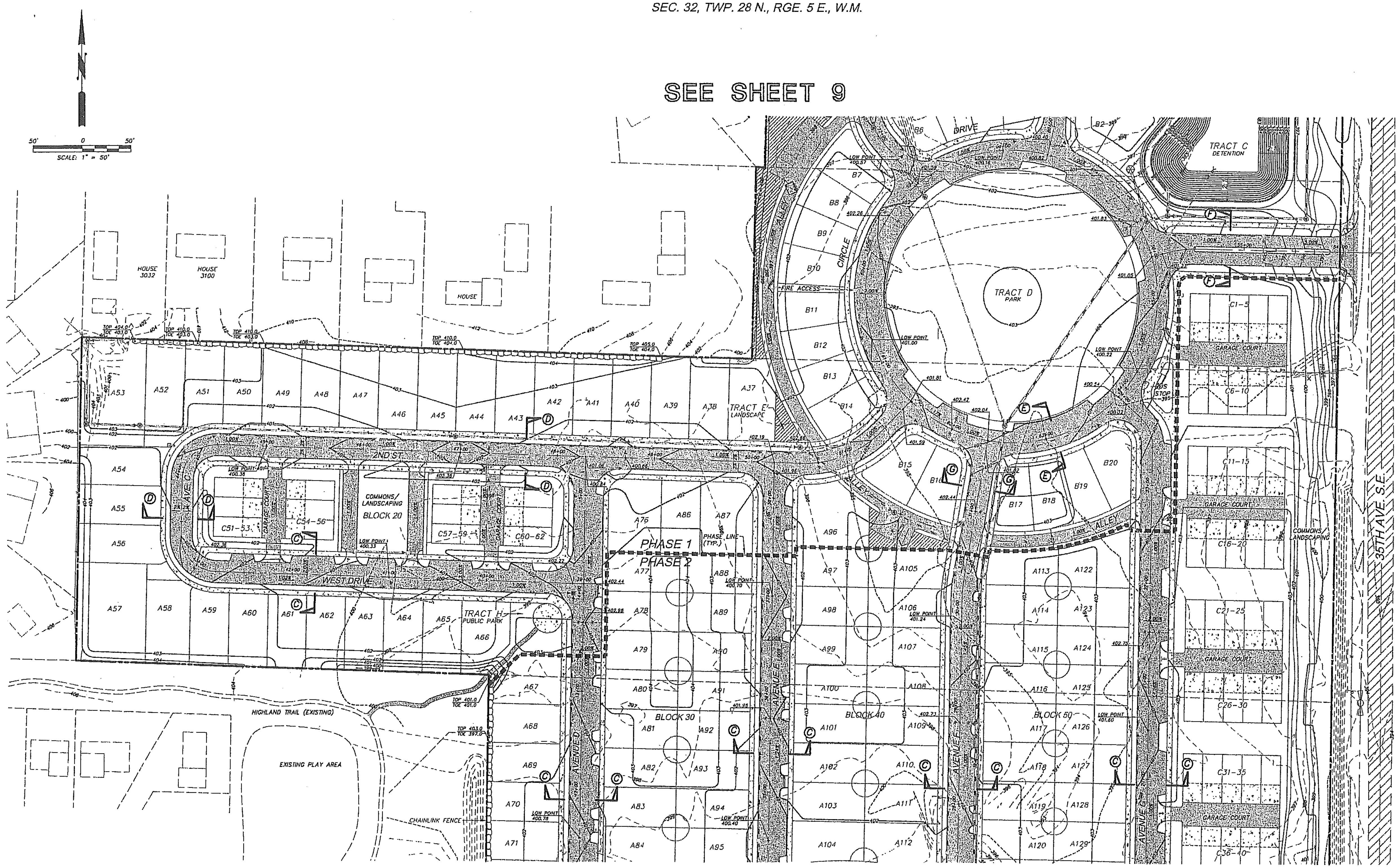
JOB NUMBER KAJI-0001

SHEET NUMBER 9 OF 13

I:\Projects\KAJI0001\FIG\GPHXA01.dwg MAR 07 2003 10:35:02 (IN10) (2) PDT

SEC. 32, TWP. 28 N., RGE. 5 E., W.M.

SEE SHEET 9



SEE SHEET 11

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	PSR	JAS

DESIGN GROUP
JENNIFER A. STEIG, P.E.
PROJECT MANAGER: J. STEIG
DESIGNED: H. ONG
CADD: J. STEIG
CHECKED: 7/26/02
DATE: GP3KAJ01
FILE NAME:

PRELIMINARY GRADING PLAN

MILL CREEK EAST

CITY OF MILL CREEK WASHINGTON

JENNIFER ANN STEIG, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER
3-7-03
EXPIRES 09/09/04

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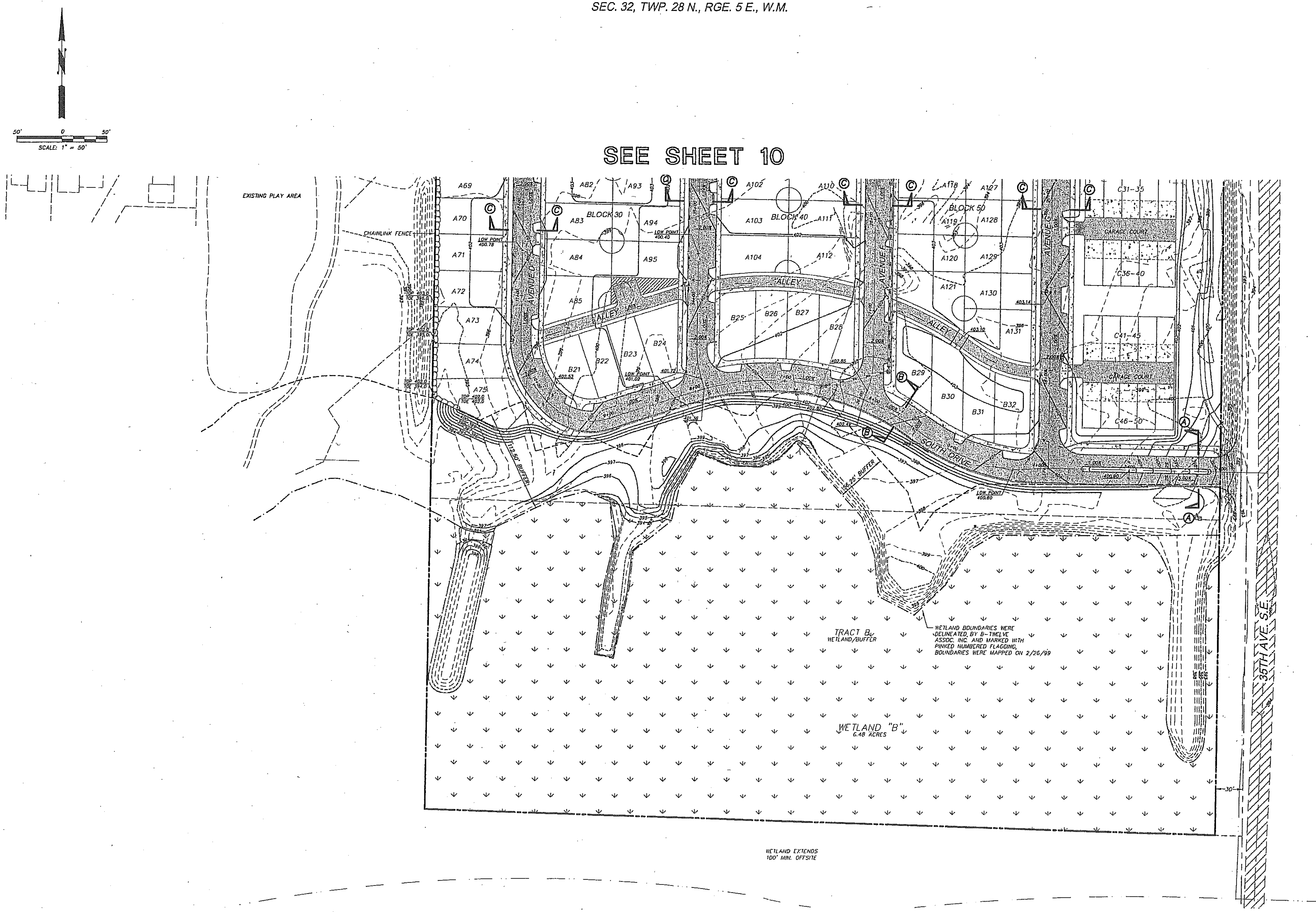
Tel (425) 827-5874
Fax (425) 822-7216

JOB NUMBER KAJI-0001

SHEET NUMBER 10 OF 13

SEC. 32, TWP. 28 N., RGE. 5 E., W.M.



NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS	RSG	JAS

DESIGN GROUP

JENNIFER A. STEIG, P.E. — PROJECT MANAGER

J. STEIG — DESIGNED

H. ONG — CADD

J. STEIG — CHECKED

7/26/02 — DATE

GP3KAJ01 — FILE NAME

PRELIMINARY GRADING PLAN

MILL CREEK EAST

CITY OF MILL CREEK — WASHINGTON

EXPIRES 09/09/04

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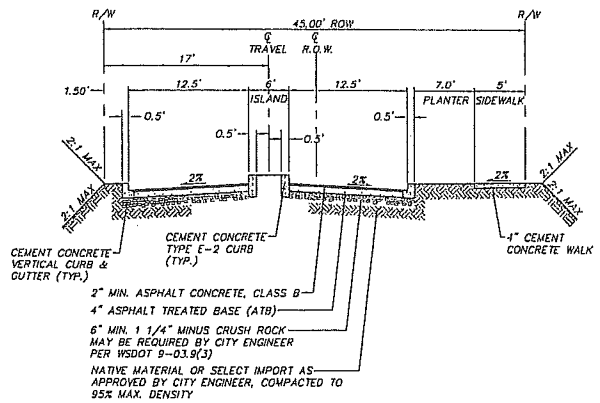
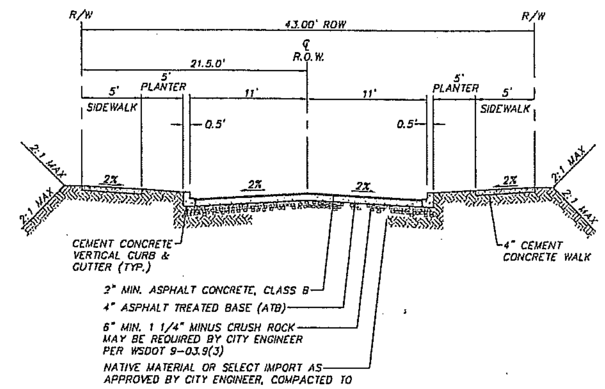


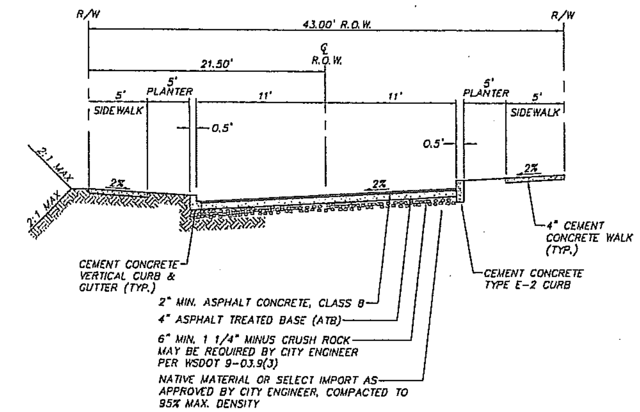
ROAD SECTION A-A

NOT TO SCALE



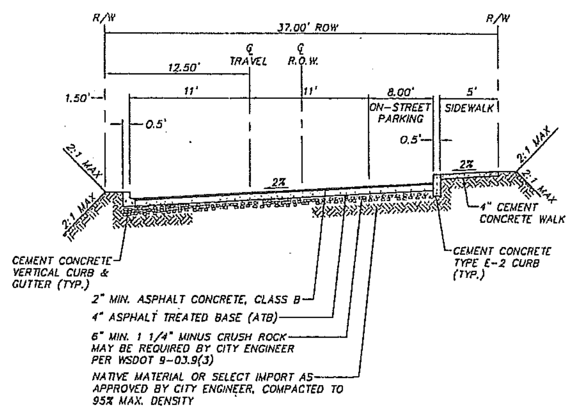
ROAD SECTION D-D

NOT TO SCALE



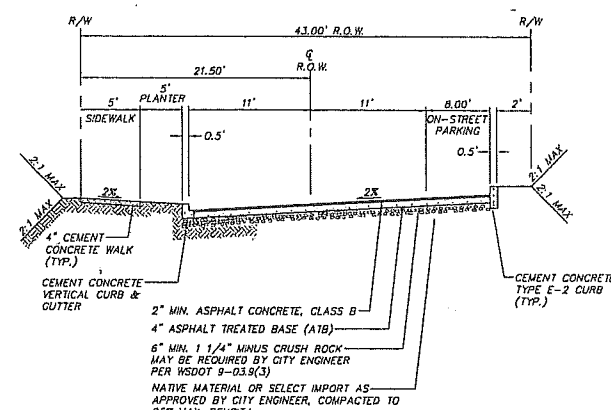
ROAD SECTION G-G

NOT TO SCALE



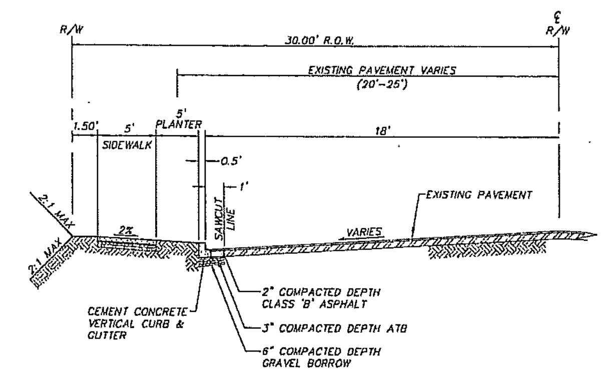
ROAD SECTION B-B

NOT TO SCALE



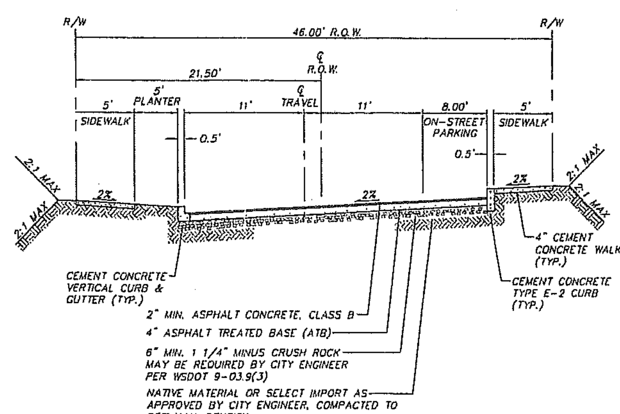
ROAD SECTION E-E

NOT TO SCALE



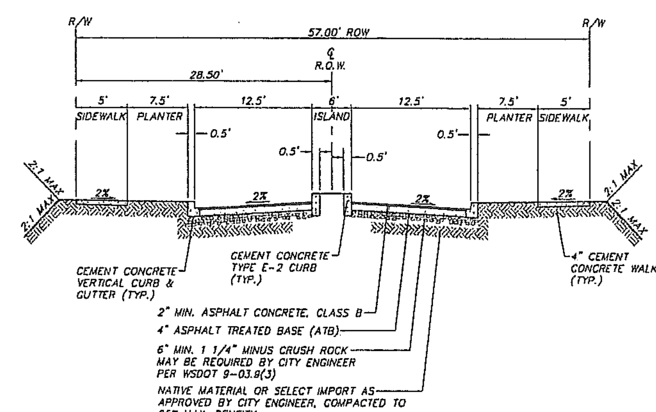
ROAD SECTION H-H

NOT TO SCALE



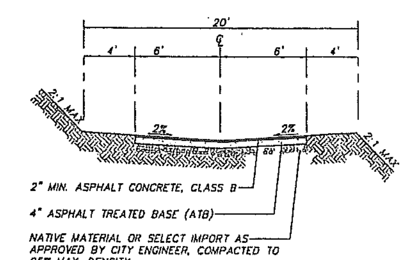
ROAD SECTION C-C

NOT TO SCALE



ROAD SECTION F-F

NOT TO SCALE



TYPICAL ALLEY CROSS-SECTION

NOT TO SCALE

NO.	DATE	REVISION	BY	CK
1	3/7/03	PER CITY COMMENTS		

DESIGN GROUP
JENNIFER A. STEIG, P.E.
PROJECT MANAGER:
J. STEIG
DESIGNED:
H. ONG
CADD:
J. STEIG
CHECKED:
DATE:

ROAD SECTIONS

MILL CREEK EAST

CITY OF MILL CREEK

WASHINGTON

EXPIRES 09/09/04

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4030 Lake Washington
Blvd. N.E., Suite 200
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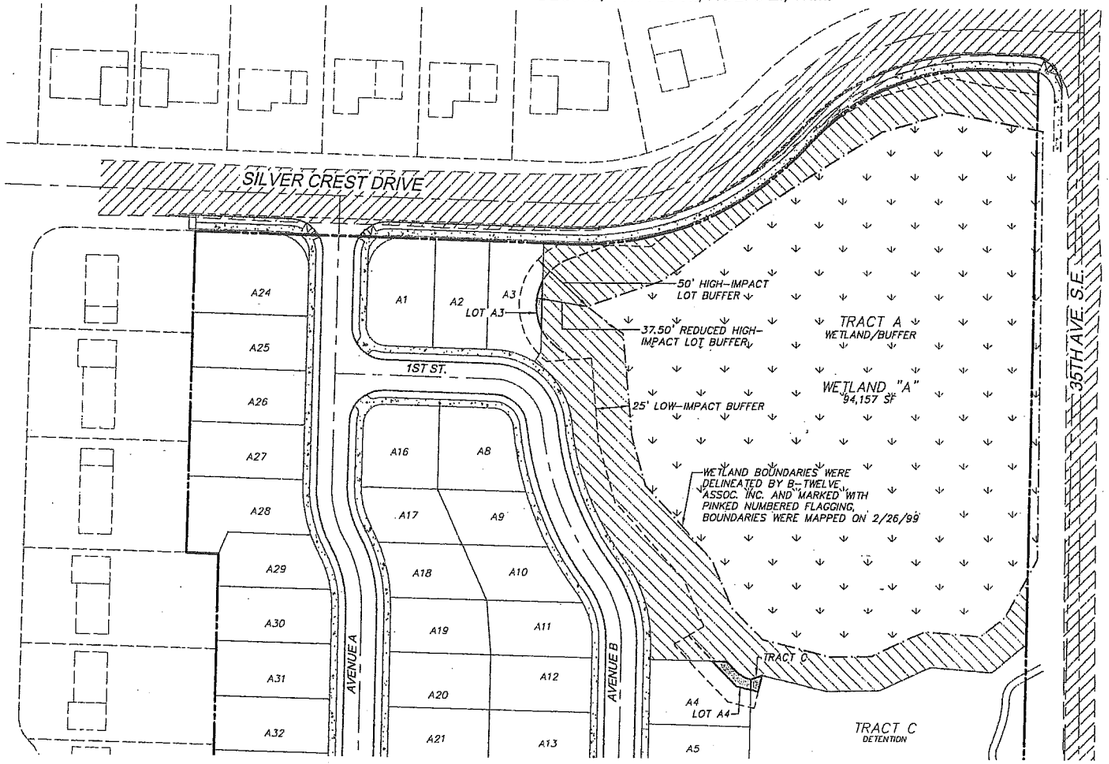
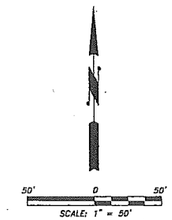
Fax (425) 822-7216

JOB NUMBER KAJI-0001

SEC. 32, TWP. 28 N., RGE. 5 E., W.M.



WETLAND "A"



WETLAND "A" - TYPE III

AREA OF BUFFER AVERAGING

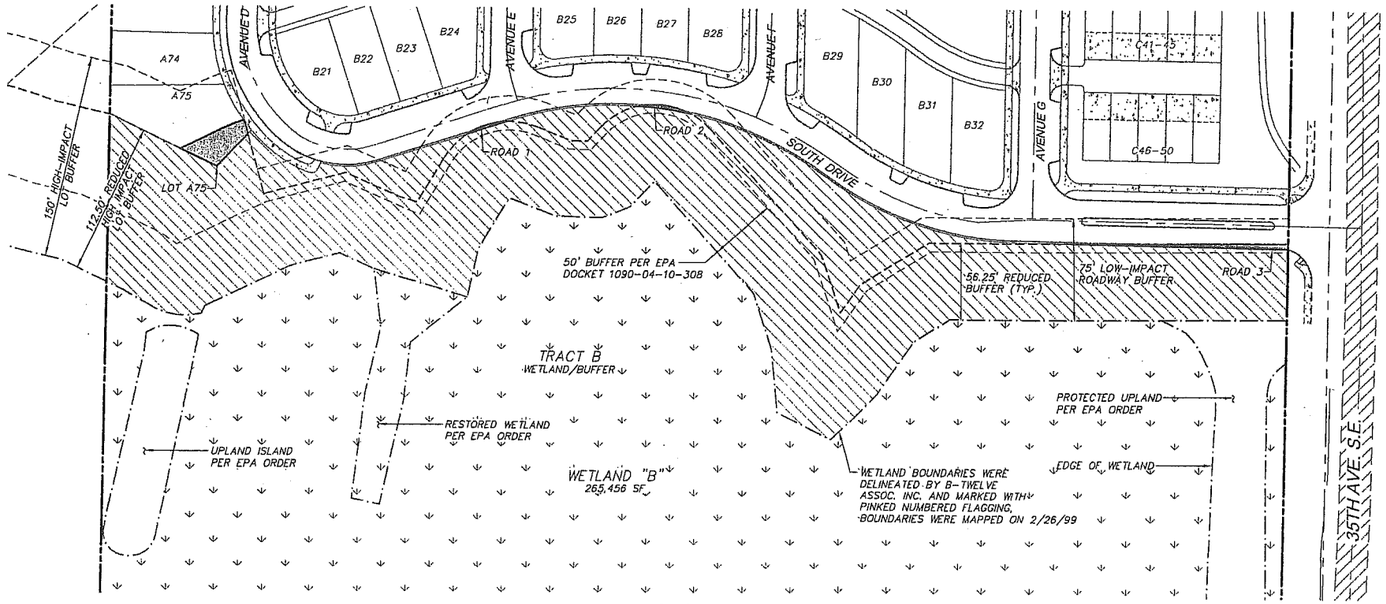
AREA OF BUFFER PROVIDED

WETLAND "A" BUFFER AVERAGE AREA

LOT A3	97.87 SF
LOT A4	227.72 SF
TRACT C	68.08 SF
TOTAL	393.67 SF

BUFFER AREA REQUIRED: 25,240.29 SF (25% REDUCED ENHANCEMENT)

BUFFER AREA PROVIDED: 31,790 SF



WETLAND "B"

WETLAND "B" - TYPE I

AREA OF BUFFER AVERAGING

AREA OF BUFFER PROVIDED

WETLAND "B" BUFFER AVERAGE AREA

LOT A75	763.64 SF
ROAD 1	42.31 SF
ROAD 2	72.09 SF
ROAD 3	319.29 SF
TOTAL	1197.33 SF

BUFFER AREA REQUIRED: 67,134 SF (25% REDUCED ENHANCEMENT)

BUFFER AREA PROVIDED: 77,277 SF

NO	DATE	REVISION	BY	CK
1	1/12/01	PER CITY COMMENTS	RPS	JAS

DESIGN GROUP
JENNIFER A. STEIG, P.E.
PROJECT MANAGER:
J. STEIG
DESIGNED:
H. ONG
CADD:
J. STEIG
CHECKED:
7/28/02
DATE:
EXTKAJ01
FILE NAME:

WETLAND BUFFER MITIGATION EXHIBIT

MILL CREEK EAST

CITY OF MILL CREEK WASHINGTON

JENNIFER ANN STEIG
STATE OF WASHINGTON
13236
REGISTERED PROFESSIONAL ENGINEER
EXPIRES 09/09/04

STAMP NOT VALID UNLESS SIGNED AND DATED

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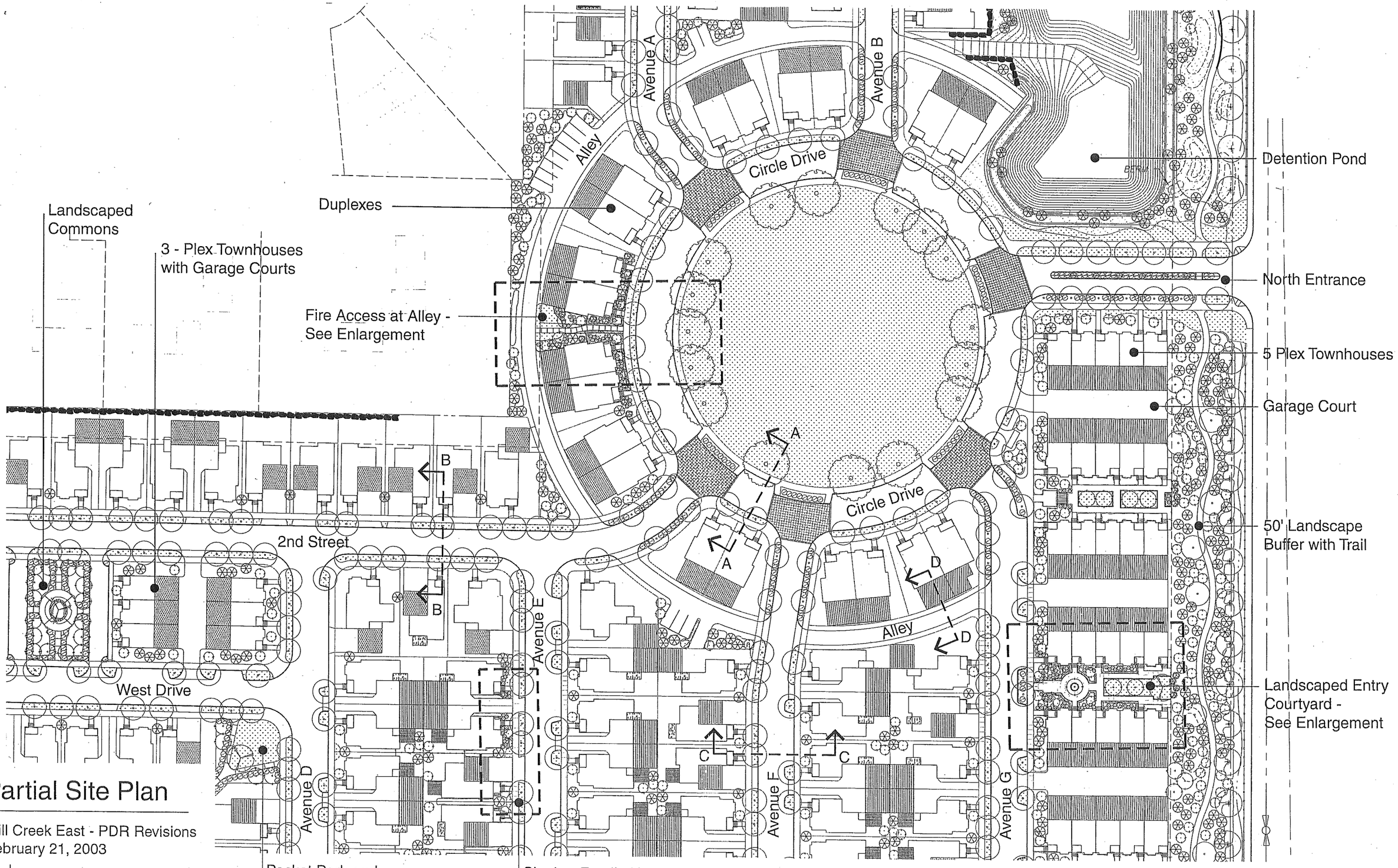
JOB NUMBER KAJI-0001

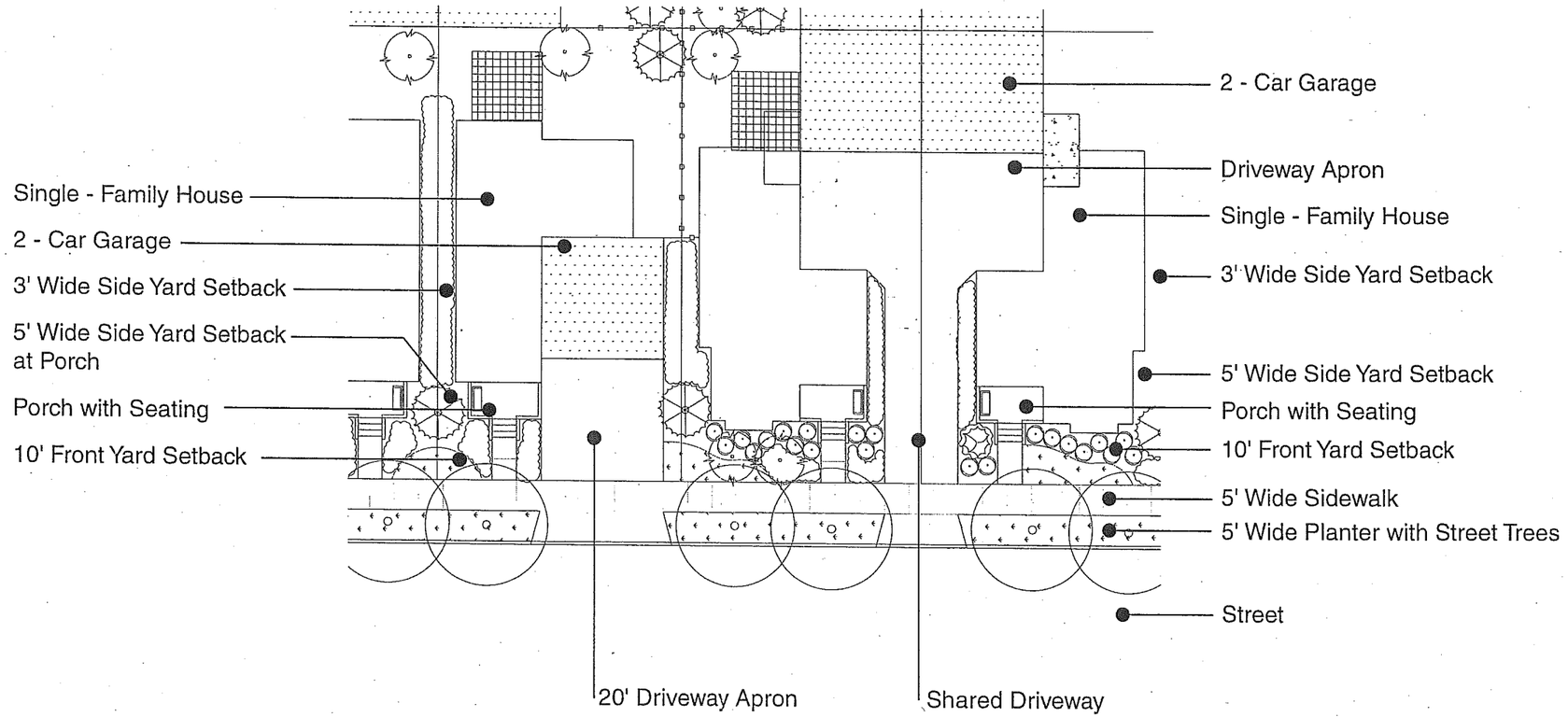
SHEET NUMBER 13 OF 13



Partial Site Plan

Mill Creek East - PDR Revisions
February 21, 2003

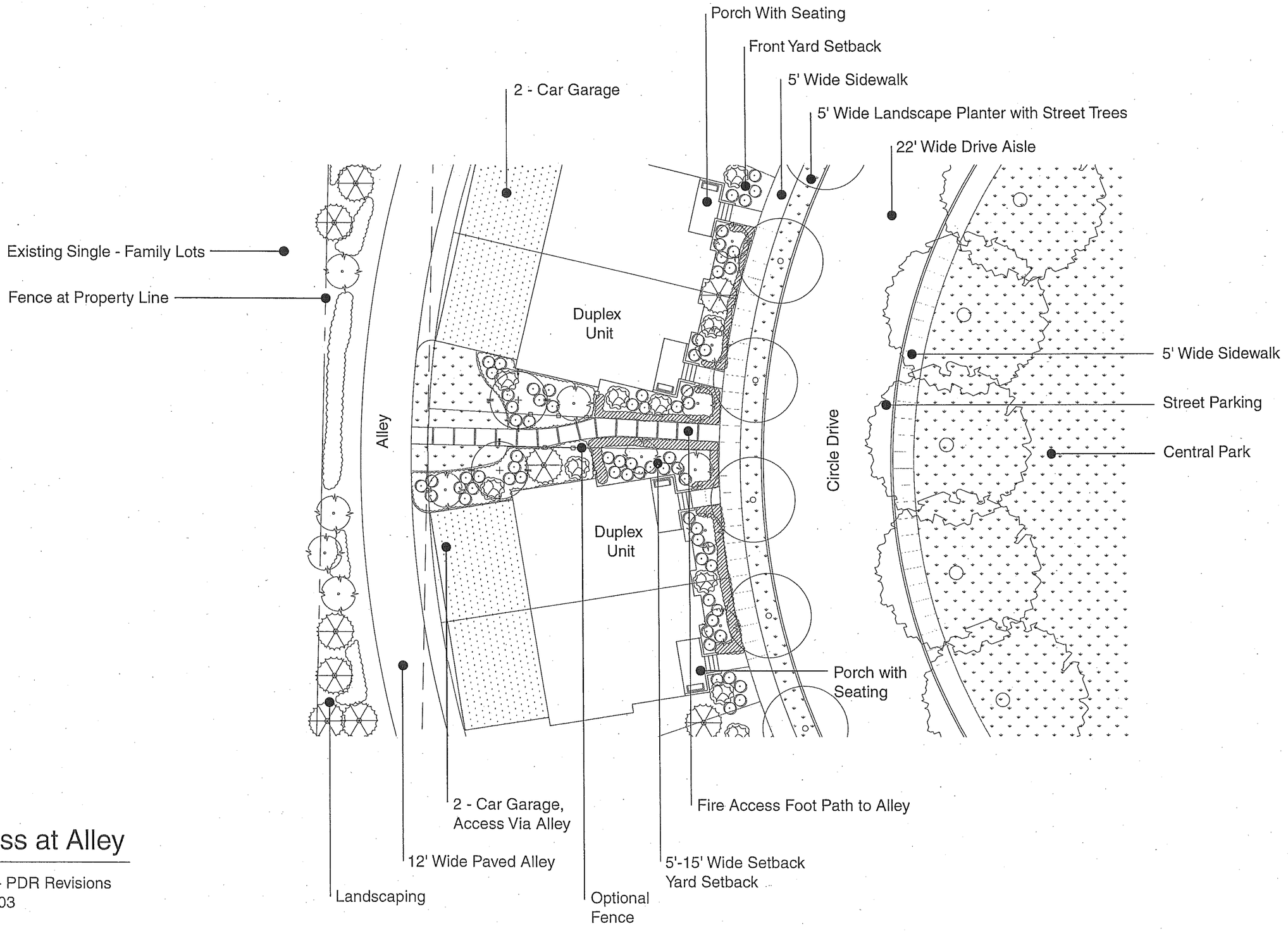
Attachment 4
Typical Site Plans, Sections, and Elevations



Single - Family Houses

Mill Creek East - PDR Revisions
February 21, 2003

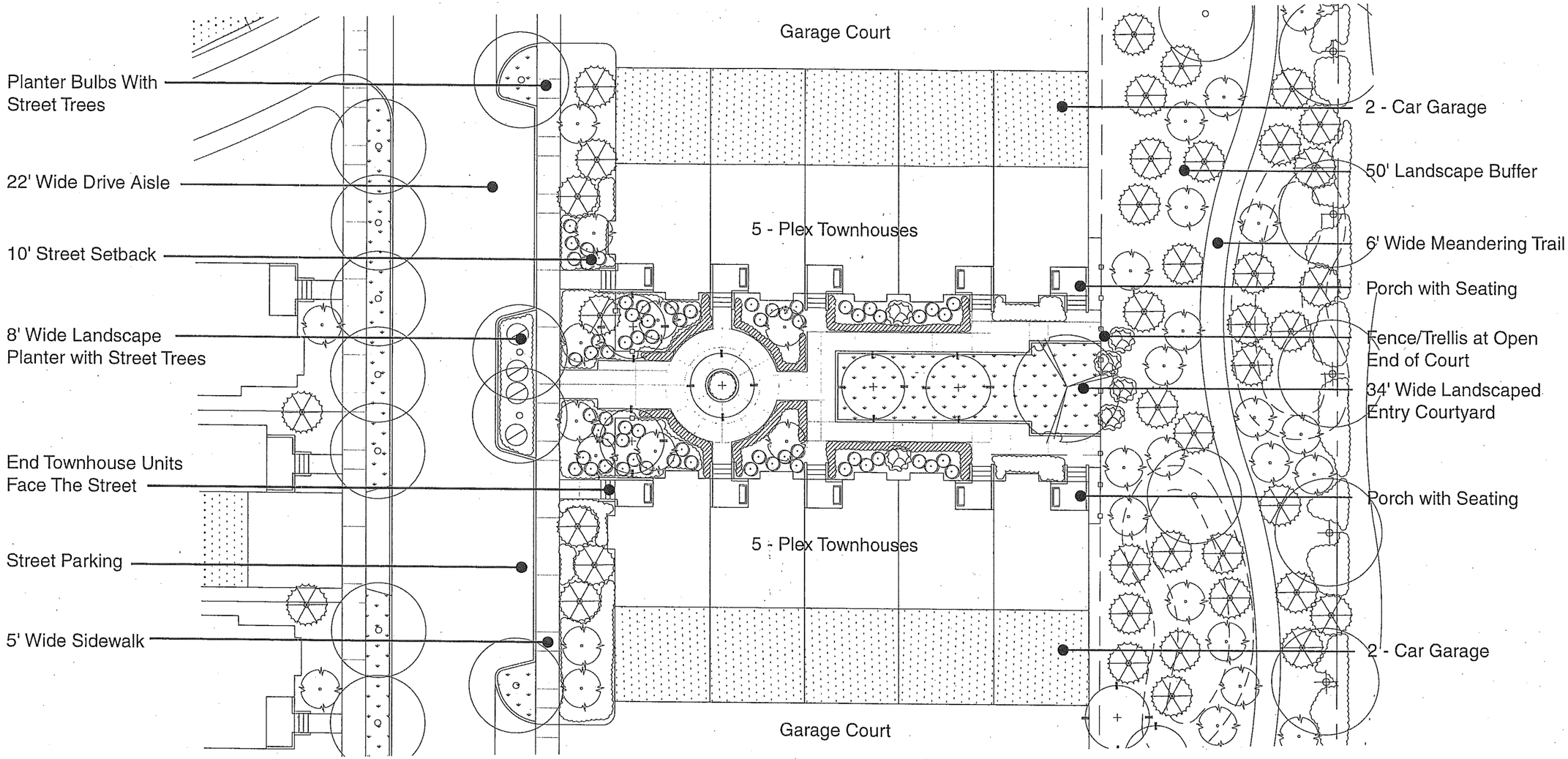
0' 10' 20'



Fire Access at Alley

Mill Creek East - PDR Revisions
February 21, 2003

0' 10' 20'



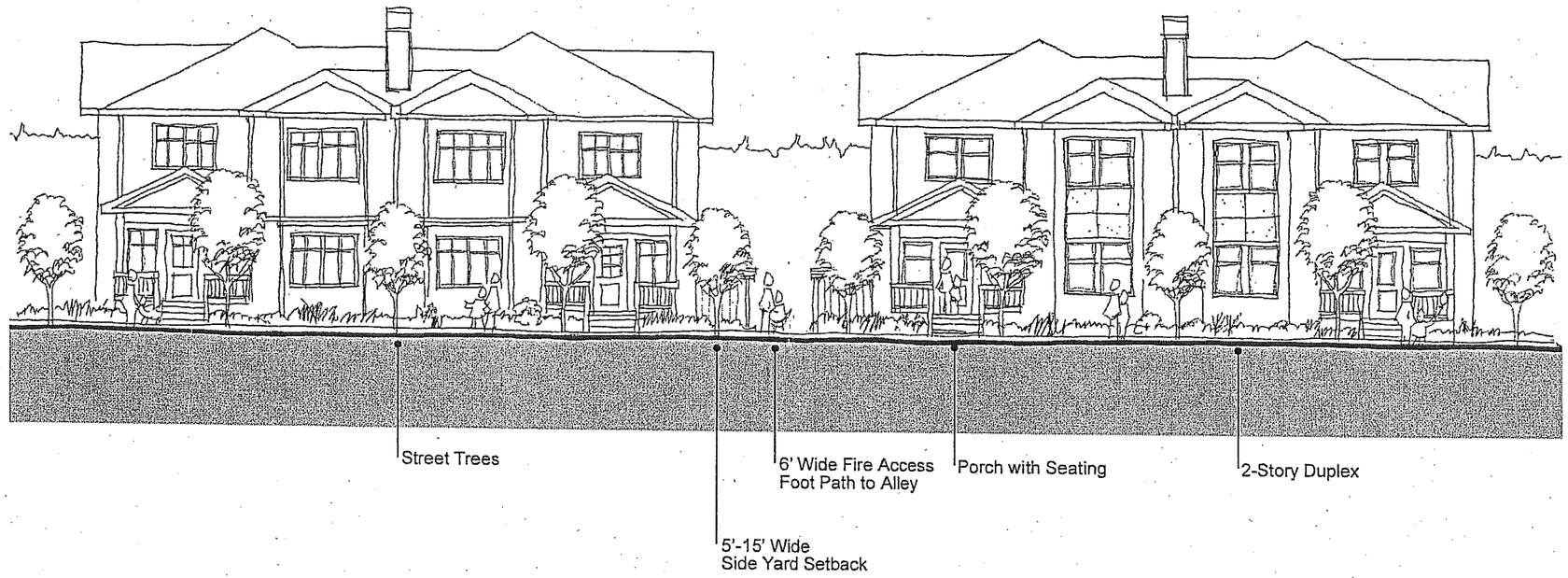
Entry Courtyards at 5 - Plex Townhouses

Mill Creek East - PDR Revisions
February 21, 2003

0' 10' 20'

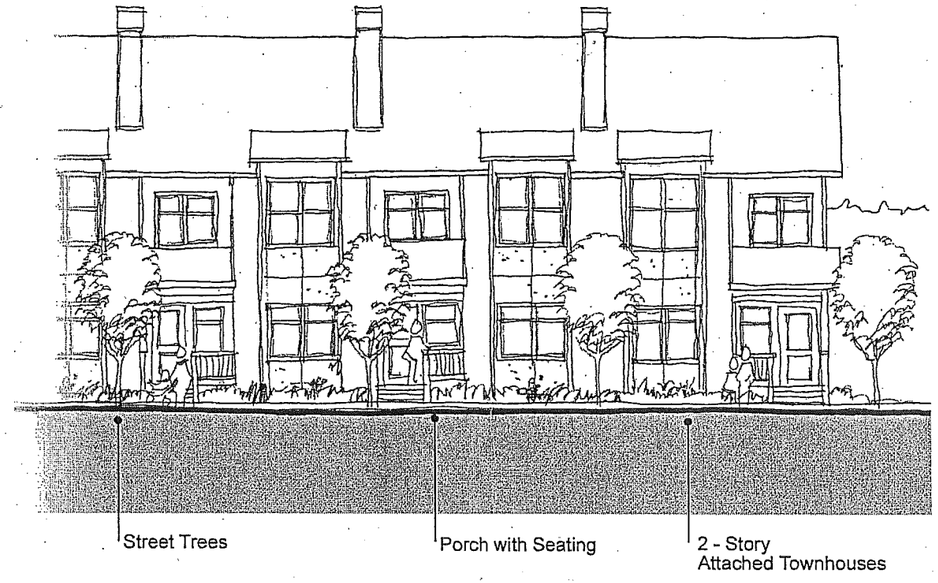
Street Elevation at Single - Family Housing

Mill Creek East - PRD Revisions
February 21, 2003



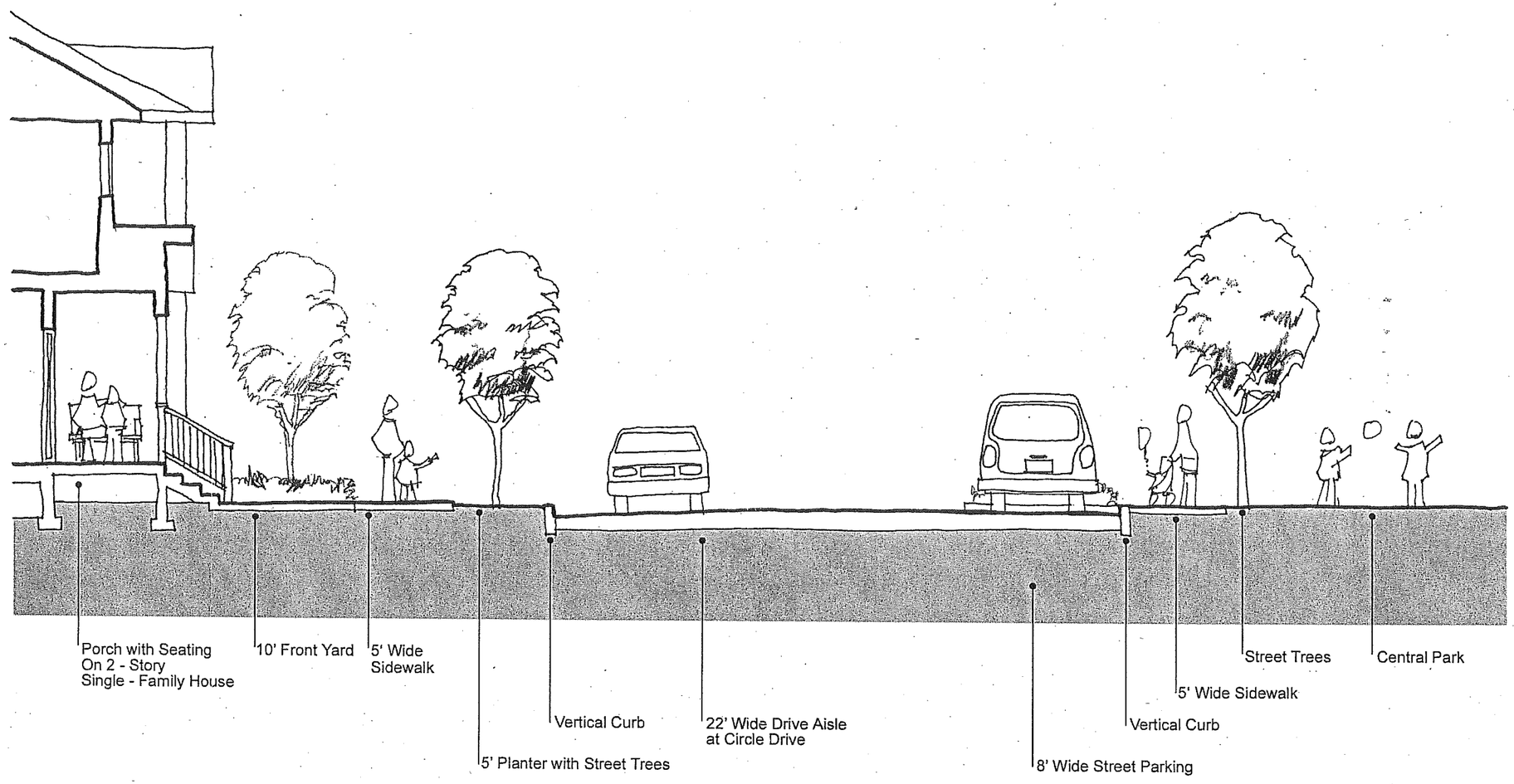
Street Elevation at Duplexes

Mill Creek East - PRD Revisions
March 14, 2003



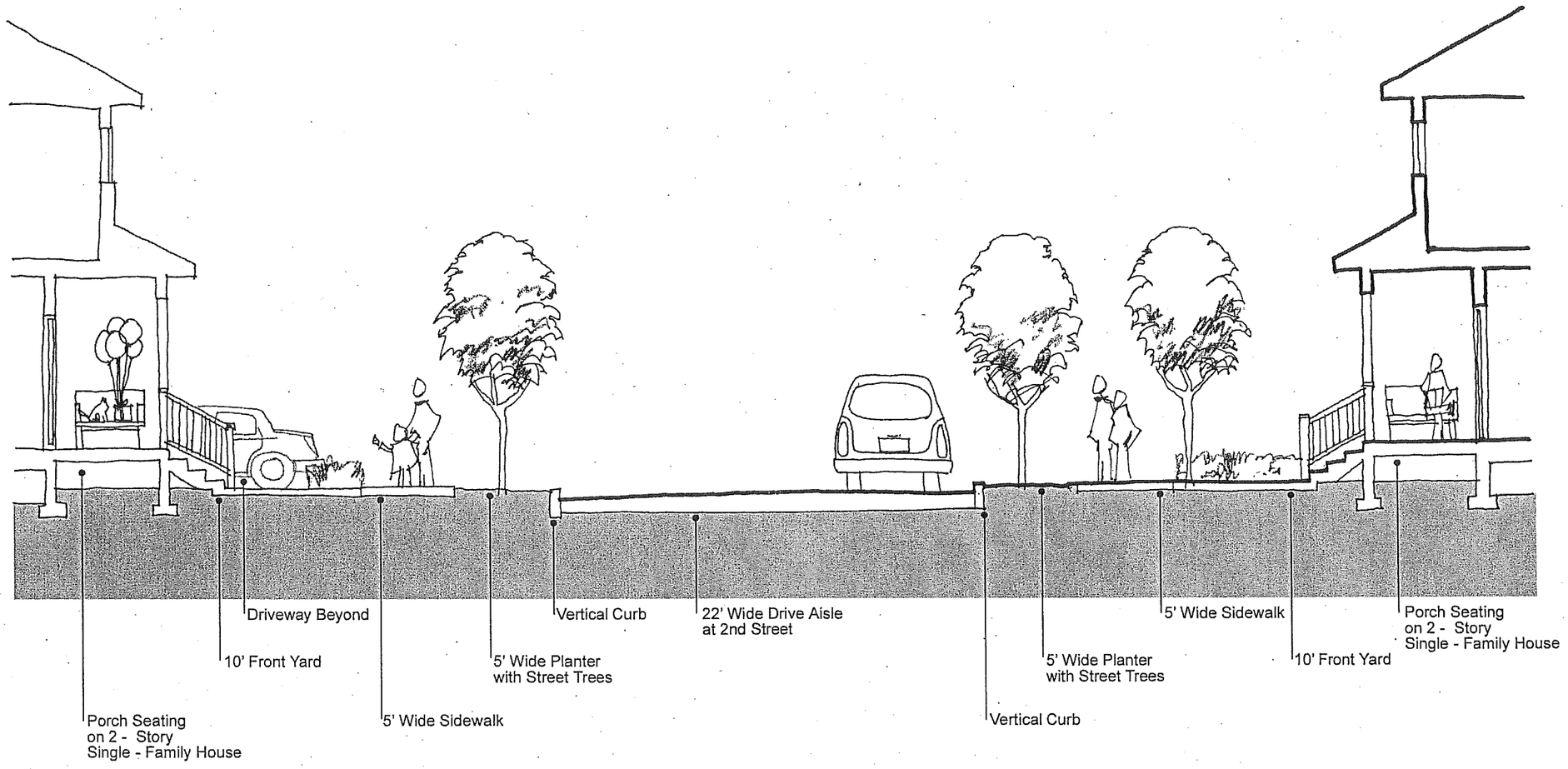
Street Elevation at Attached Townhouses

Mill Creek East - PRD Revisions
March 14, 2003



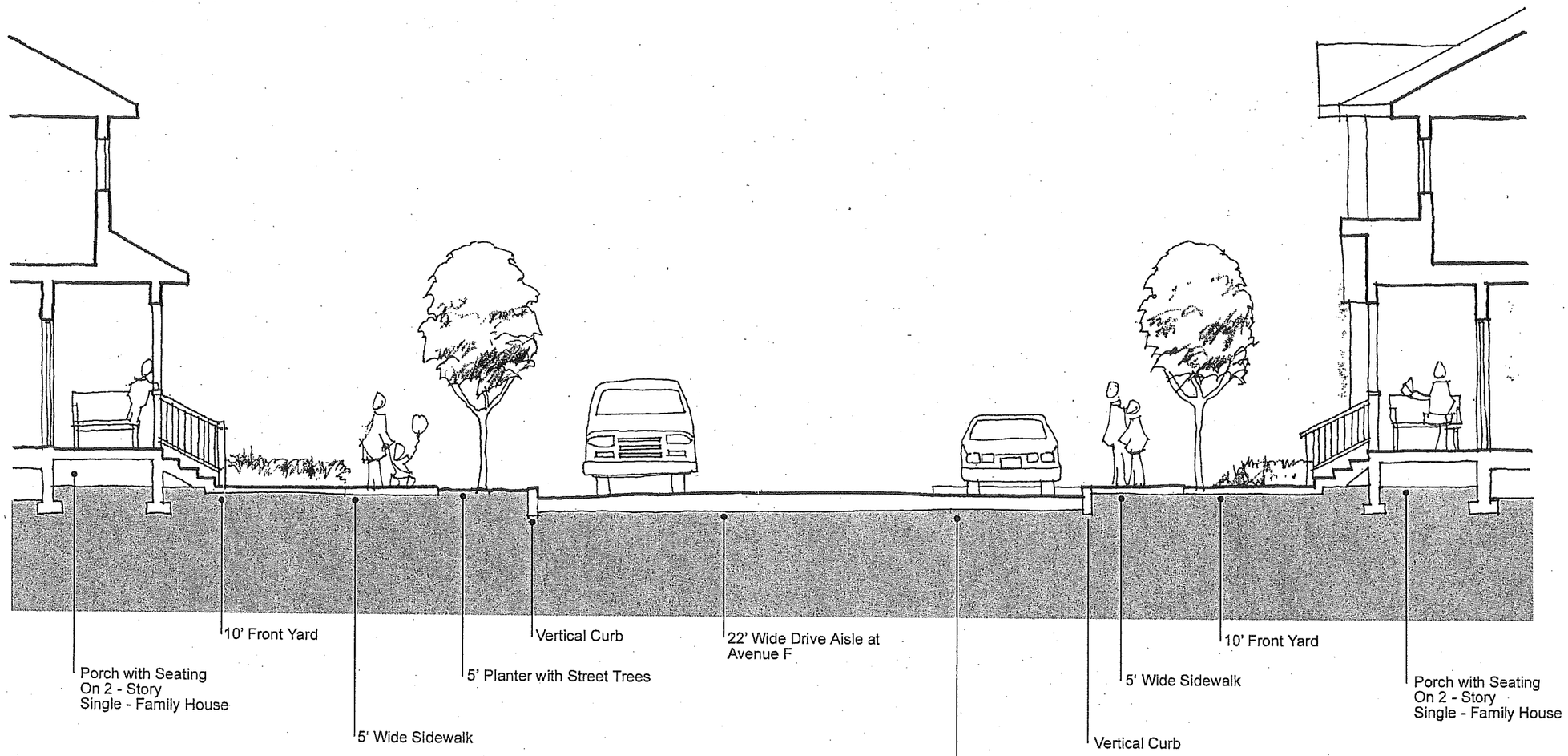
Section A at Circle Drive

Mill Creek East - PRD Revisions
February 21, 2003



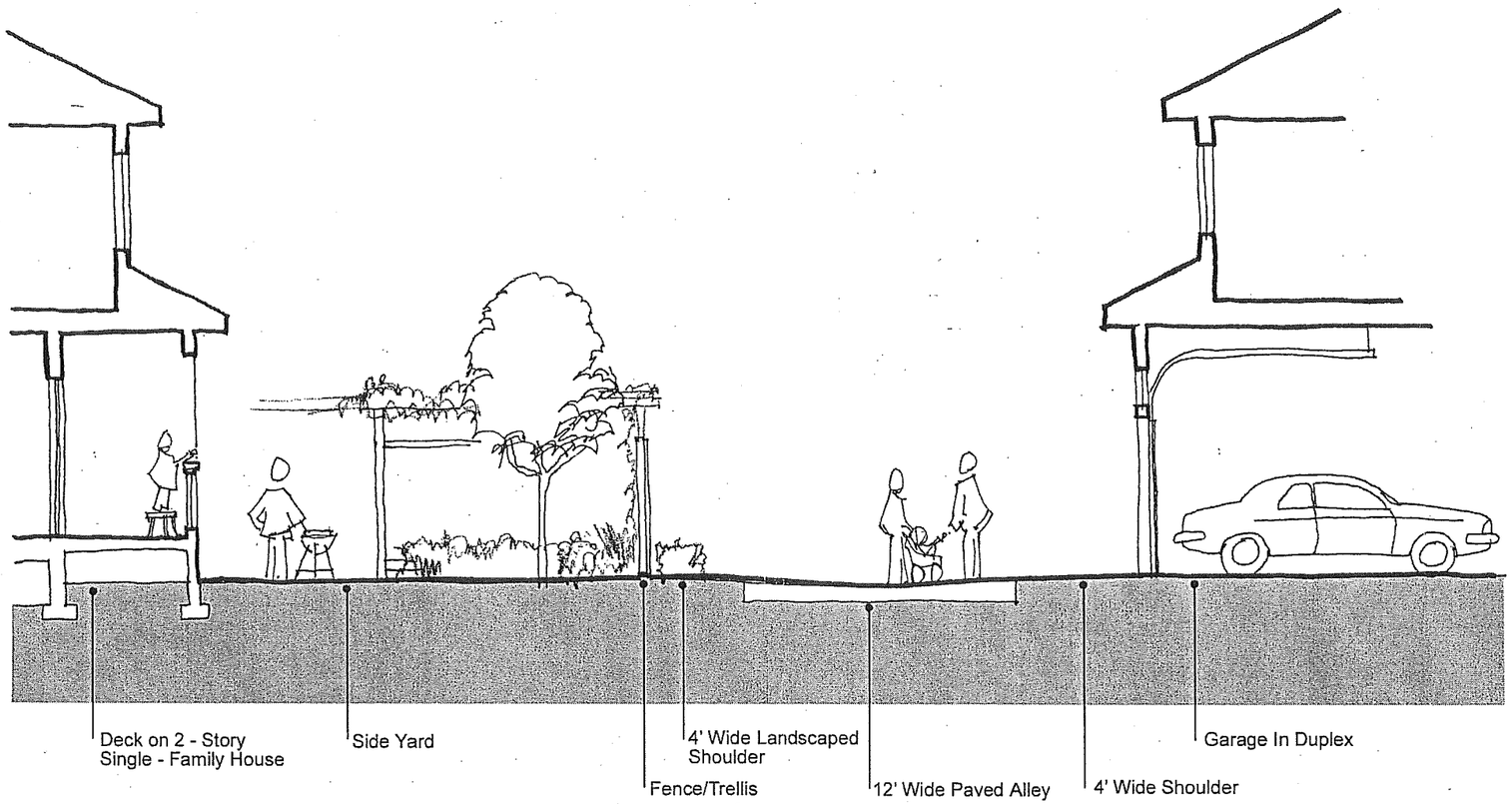
Section B at Second Street

Mill Creek East - PRD Revisions
February 21, 2003



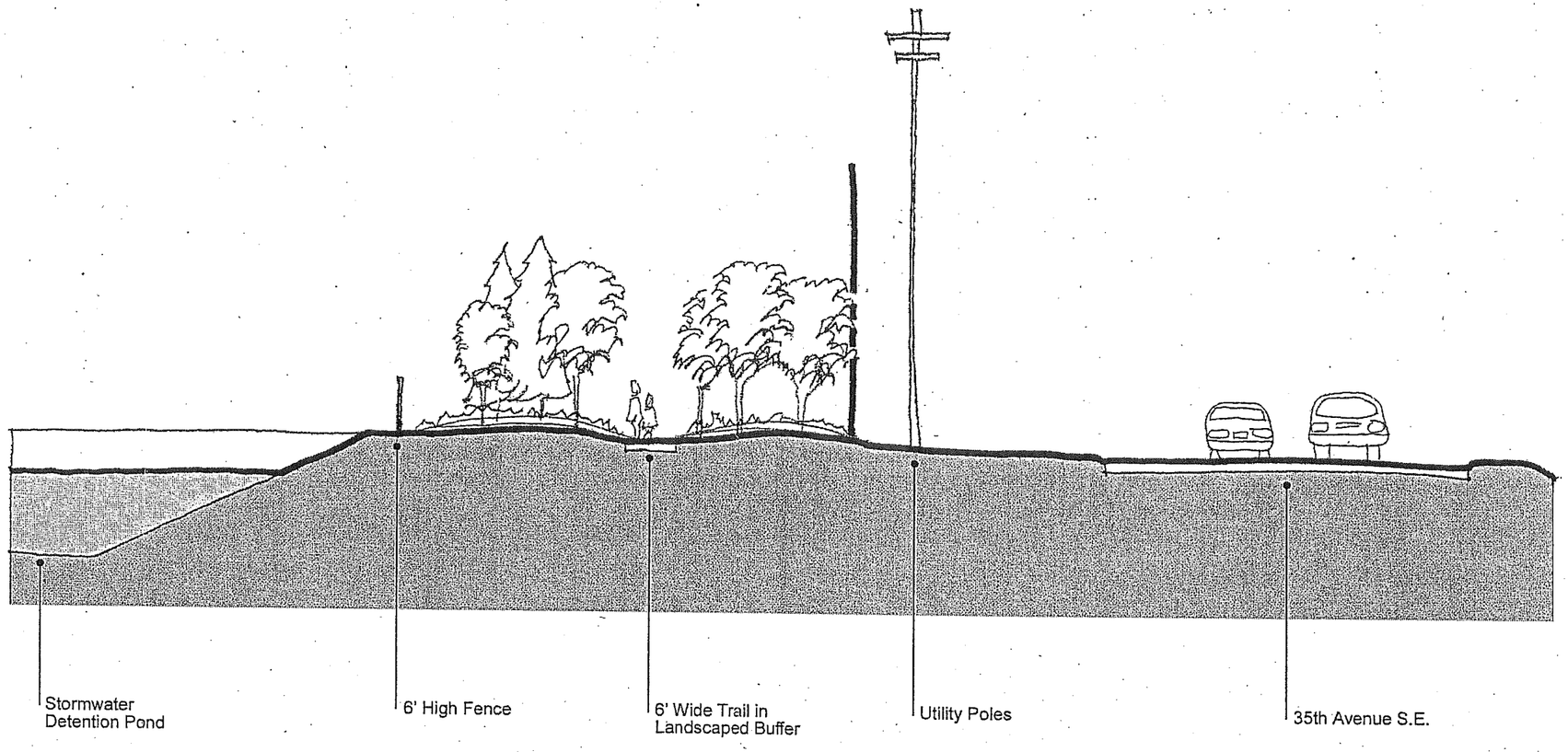
Section C at Avenue F

Mill Creek East - PRD Revisions
February 21, 2003



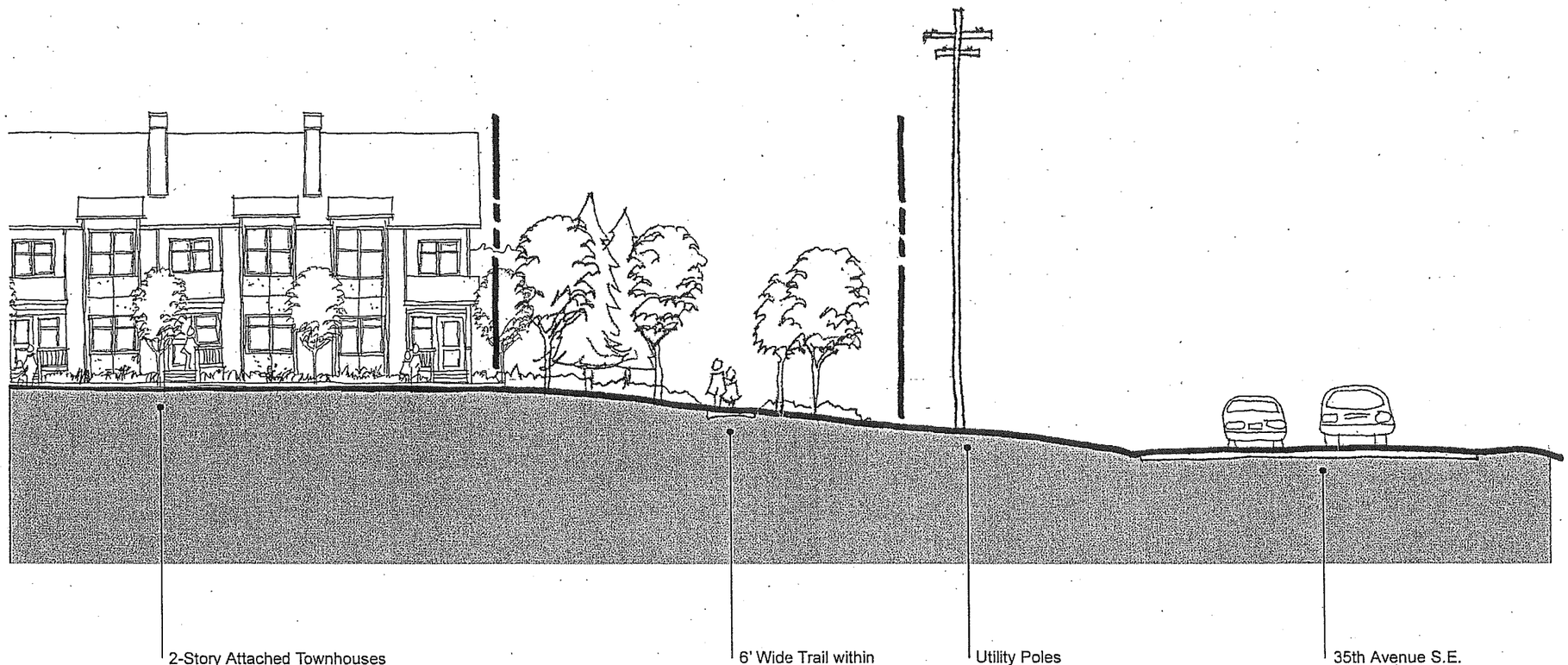
Section D at Alley

Mill Creek East - PRD Revisions
February 21, 2003



Section A at Detention Pond

Mill Creek East - PRD Revisions
March 14, 2003



Section B at 35th Avenue S.E.

Mill Creek East - PRD Revisions
March 14, 2003