



Sprouting Simple Change

June, 2019

Amy L. Lucas
Senior Park Planner
Snohomish County Parks, Recreation and Tourism
6705 Puget Park Drive,
Snohomish, WA 98296

DRAFT

Dear Mrs. Lucas,

On behalf of Farmer Frog, we ask that you please approve our 100% submittal of the parking lot expansion proposed for the Paradise Valley Conservation Area (PVCA) Land Development Agreement (LDA). Revisions have been made in response to your comments received March 29th, 2019 and finalized to the conditions enclosed in the attached Technical Information Report.

Please note sheets C-1 and C-2 have been revised to sheet C-100 and sheet C-200.

Attachments:

- This letter,
- County's comments with identifiers,
- Revised plans; please note sheets C-1 and C-2 have been revised to sheets C-100 and C-200,
- Exhibit #1: Project turning analysis,
- The Technical Information Report (TIR).

Comments: (response in bold)

Sheet C-1 - comment 1: "Add Owner (SnoCo Pets) and complete metrics for 100%."

Added.

Sheet C-1, comment #2: "[Revise notation to] Snohomish County Department of Parks, Recreation and Tourism."

Revised.



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Sheet C-1, comment #3: “[Add] TESC plan sheet[s] per page 10 of GeoTech Report.”

In compliance of Snohomish County Standards¹, plans now identify best management practices (BMP’s) to control sediment pollution as seen on sheet C-201.

Sheet C-2, comment #4: “Trail is not ADA accessible. Leave one and the rest at the new parking [UNKNOWN].”

Improvements have been revised to match existing conditions, including two ADA stalls in the trail head parking. The four remaining stalls have been relocated to the parking expansion, maintaining the projects exceedance of ADA² requirements by two stalls.

Sheet C-2, comment #5: “Reserve 1 spot for Parks Staff / Maintenance in 1 of these locations.”

Improvements have been revised as requested. Other previously identified staff parking has been repurposed as Farmer Frog Parking, as recommended in comment #35.

Sheet C-2, comment #6: “Need some form of barrier to protected vehicle at corner from getting hit.”

Added.

Sheet C-2, comment #7: “No room to back in for picking up trash container enclosure.”

The proposed improvements exceed minimum turning requirements as seen in Exhibit #1: Project turning analysis (attached). The following vehicle classes have been analyzed using FHWA³ and AASHTO⁴ guidelines:

- **AASHTO Passenger Vehicle and Trailer (50' max) for equestrian vehicles,**
- **AASHTO BUS-45 (45' max) for drop-off vehicles,**
- **AASHTO SU-40 (40' max) for garbage trucks.**

¹ Per the *Snohomish County Drainage Manual, Volume II – Construction Stormwater Pollution Prevention*, published by Snohomish County in January 2016.

² Per the *ADA Standards for Accessible Design, Section 208.2: Parking Spaces – Minimum Number and Section 502.2: Parking Spaces – Vehicle Spaces*, published by the Department of Justice in 2010.

³ Per the *Publication No. FHWA-HRT-13-091, Chapter 2: Current FHWA 13-Category Rule Set*, published by the Federal Highway Administration in November 2018.

⁴ Per the *AASHTO Green Book - A Policy on Geometric Design of highways and streets, 7th edition, Section 2.X: Turning Requirements*, published by the American Association of State Highway and Transportation Officials in 2018.



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Sheet C-2, comment #8: “[Remove proposed staff parking.]”

Per response #4 and #5, the parking layout has been revised. Previously identified staff parking has been repurposed as Farmer Frog Parking, as recommended in comment #35.

Sheet C-2, comment #9: “Show gate.”

Added.

Sheet C-2, comment #10: “Flow / to?”

Storm drainage design has been finalized to be in exceedance of Snohomish County minimum technical requirements⁵. Please see revised plans and TIR for detail.

Sheet C-2, comment #11: “Indicate stall dimension.”

Added.

Sheet C-2, comment #12: “For now we can make this pick-up /drop-off 10 min parking.”

Revised.

Sheet C-2, comment #13: “Check turning radius and width for longer vehicles. One or two way traffic.”

The project exceeds minimum turning requirements as seen in Exhibit #1: Project turning analysis and detailed in comment #7.

Sheet C-2, comment #14: “40’ [turning radius].”

Revised.

Sheet C-2, comment #15: “Check width and shoulder for standard.”

Per Snohomish County standards⁶, Road ‘A’ is classified as a private low volume access road (rural) with an average daily traffic (ADT) of 90 cars or less, requiring a minimum width of 20’. As requested on May 3rd, 2019, the width has been revised to 22’ to

⁵ Per the *Snohomish County Drainage Manual, Volume I – Minimum Technical Requirements*, published by Snohomish County in January 2016.

⁶ Per the *Engineering Design and Development Standards, Section 3-02.B.3): Non-arterial classifications*, published by Snohomish County Public Works in August 6, 2018.



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exceed the standard and match width requirements⁷ of rural minor collectors with an ADT of 400 cars or less. Existing conditions have been updated with supplemental site observations. Please see sheet C-101 and C-102 for revisions and C-107 for added road sections.

Sheet C-2, comment #16: “Confusing traffic flow.”

Traffic flow has been revised to one-way flow as recommended in comment #18, with added signage and channelization. The project exceeds minimum turning requirements as seen in Exhibit #1: Project turning analysis and detailed in comment #7.

Sheet C-3, comment #17: “[Show] tree protection.”

Added.

Sheet C-3, comment #18: “We may need to look at one way flow of traffic 25 ft drive aisle required for perpendicular parking sec. 30.26.065.”

Travel direction has been revised to one-way flow as recommended with added signage and channelization. The project exceeds minimum turning requirements as seen in Exhibit #1: Project turning analysis and detailed in comment #7.

Sheet C-3, comment #19: “If this height is greater than 6’ we will need building permit.”

A clearing and grading plan (sheet C-201) has been added identifying all walls as less than four feet. Per the Snohomish County code⁸, all proposed walls are exempt from building permits.

Sheet C-3, comment #20: “Include 6” drainpipe in future design.”

As detailed in #10, the storm drainage design has been finalized to be in exceedance of Snohomish County minimum technical requirements. Please see revised plans and the TIR for detail.

⁷ Per the *Engineering Design and Development Standards, Standard Detail 3-030B: Road Standards - Arterials*, published by Snohomish County Public Works in August 6, 2018.

⁸ Per *Title 30 Unified Development Code, Section 30.50.103 (1) (c) Work Exempt from Permit*, published by Snohomish County and current through legislation passed May 22, 2019.



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Sheet C-3, comment #21: “Design wall and include gravel backfill per page 15 of GeoTech report.”

Requested details have been added and are now shown on sheet C-201.

Sheet C-3, comment #22: “[Include] enclosure location.”

Enclosure has been added to all trash bins as requested.

Sheet C-3, comment #23: “Back in parking only.”

Horse trailer parking is provided with 30-degree pull-forward parking. The project exceeds minimum turning requirements as seen in Exhibit #1: Project turning analysis and detailed in comment #7.

Sheet C-3, comment #24: “[Add] concrete pad with screening.”

Concrete pads have been added. Please see sheet C-107 for details.

Sheet C-3, comment #25: “[Drive aisle] too tight.”

Per comment #18, travel flow has been simplified to utilize one-way travel directions. The project exceeds minimum turning requirements as seen in Exhibit #1: Project turning analysis and detailed in comment #7.

Sheet C-3, comment #26: “Call out tree protection in final cut and fill plans.”

Tree protection has been added to plans in compliance with Snohomish County standards⁹. Please see sheet C-301 for detail.

Sheet C-3, comment #27: “[Identify] filter strip?”

This storm water facility was removed. As detailed in #10, the storm drainage design has been finalized to be in exceedance of Snohomish County minimum technical requirements. Please see revised plans and the TIR for detail.

Sheet C-3, comment #28: “[Identify] gradient?”

Please see proposed grades shown on the clearing and grading plan shown on sheet C-201.

⁹ Per Title 30 Unified Development Code, Section 30.25.016 Tree Canopy Requirements, published by Snohomish County and current through legislation passed May 22, 2019.



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Sheet C-3, comment #29: “[Identify storm drain information and revise to 12”]

As detailed in #10, the storm drainage design has been finalized to be in exceedance of Snohomish County minimum technical requirements. Please see revised plans and the TIR for detail.

Sheet C-3, comment #30: “The topo seems infeasible for an inlet here without a lot of grading. Should we consider bioswale with wetland B dispersion?”

Storm drain system has been revised as recommended. Please see additional detail shown in comment #10, revised plans, and the TIR.

Sheet C-3, comment #31: “Main access, avoid placing parking - safety.”

Per the County’s recommendation in comment #35, staff parking has been revised to Farmer Frog parking. The project exceeds minimum turning requirements as seen in Exhibit #1: Project turning analysis and detailed in comment #7.

Sheet C-3, comment #32: “Living wall?”

Please see sheet C-107 for detail.

Sheet C-3, comment #33: “Be sure to include tree protection in grading plan.”

As detailed in comment #26, tree protection has been added to plans in compliance with Snohomish County standards. Please see sheet C-301 for detail.

Sheet C-3, comment #34: “[Where is] overflow?”

As detailed in #10, the storm drainage design has been finalized to be in exceedance of Snohomish County minimum technical requirements. Please see revised plans and the TIR for detail.

Sheet C-3, comment #35: “We need 1 staff stall in front lot. These can be eliminated unless Farmer Frog wants.”

Per response #4 and #5, the parking layout has been revised. Previously identified staff parking has been repurposed as Farmer Frog Parking.

Sheet C-3, comment #36: “Note: Thinking about traffic flow; one-way [and] two-way.”

Per response #18, Traffic flow has been revised to utilize one-way and two-way



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direction of travel. The project exceeds minimum turning requirements as seen in Exhibit #1: Project turning analysis and detailed in comment #7.

Again, we ask that you please approve our 100% submittal. I would be happy to call and discuss should you have any questions or concerns. Thank you

Sincerely,

Szabolcs Pasztor, Design Engineer
Farmer Frog
szabolcs@farmerfrog.org
425-367-9318

cc: Derek Hann, PE
Snohomish County Conservation District

DRAFT