

From: [Kendal Harr](#)
To: [Linda Ritter](#); [Dave Osaki](#); [Joe Marine](#); [Thomas Jordal](#); [Steve Schmalz](#); [Elisabeth Lara](#); [Richard Emery](#)
Subject: Carrick Court Mixed Use Development Comments
Date: Tuesday, April 26, 2022 11:53:55 PM

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

Hello,

Please add me to any list serve for this project. I am interested in updates and any further information that you might have.

1. Wetlands areas and watershed - my understanding is that a component of this lot was previously preserved as it is a wetlands and a retaining area for water. Neighbors in this area have photos of the creeks and ponds in this back area. How is this wetlands area going to be protected? We have a significant problem with ground motion/slip in the area due to underwater creeks/runoff. Culverting a stream or further contributing to above ground or below ground water flow without appropriate planning will damage the surrounding properties. How does the city plan to protect the wetland's area? The city must mitigate damage to surrounding homes and property's and prevent stormwater runoff from being directed into the Smuggler's Gulch watershed.

2. I am a bit confused that the developer's map (<https://mukilteowa.gov/carrick-court/>) shows that there is a driveway entrance onto 88th through that corner lot. I have been shown a traffic study which is different than what is on the city's website that shows different means of egress. Can you please provide an explanation as to exactly where the entrances/exits are planned?

3. Parking - Do all residential units have a two car garage for each as well as visitor and guest parking? If there are three bedroom units, it is likely that these will be rented by Boeing employees and therefore require one parking spot per bedroom, i.e. 3 parking spots per residential unit. Is there a way to address an increased parking need with the larger units? Businesses having 3 parking spots per 1000 sq feet seems awfully small to be self contained. Key Point: There is no onstreet parking here on the speedway or 88th and therefore extra parking is a must. If cars have to pull into and out of this parking area onto the Speedway looking for parking, this is an obvious safety hazard which will result in accidents.

3. Traffic - there are two state highways with noted traffic issues that converge within 0.1 mile of this development. The intersection has an E rating, one of the worst, without the addition of an estimated 1,100 ADT (2200 vehicles per day) from this development. Did the traffic study take the 144-202 cars every half hour coming off the ferry into account? If the traffic study misses peak ferry times or seasons, it is inaccurate and must be redone. This will impact all of those using the ferry from Whidbey Island to Old Town and not just this local neighborhood.

b. My understanding, from sitting with state engineers discussing traffic mitigation on the Speedway, is that there are very restricted expansions possible due to slopes and existing structures. The only place to go in this area to widen the street, which is clearly required with this addition, is onto the Carrick Court property for a merge lane. Additionally, a bicycle lane and sidewalks are needed on the speedway. Sidewalks should also extend around the corner and down 88th to the end of this property. The son of the family that we bought this house from was hit by a truck walking to the 7 Eleven on the speedway, resulting in broken bones.

The traffic safety issues in this midtown region are already well known without this fairly massive addition.

4. Green space - The neighbors at the west side of the development require green space between the townhouses and their single family homes as would be appropriate in the abutting residential neighborhood - not driveways and parking areas that go to the very edge of the property line. These are similar comments to those that recently occurred with the 8 townhomes put into the north and west of this lot.

5. Is the developer paying for all of the improvements required by this development or will the taxpayers suffer the burden of the developer's large net profits in this market?

Thank you for your time.

I look forward to hearing from you.

Kind regards,
Kendal Harr (8712 53rd Pl W, Muk)



W. [URIKA PATHOLOGY](#)

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From: [KEVIN W. GOBEL](#)
To: [Linda Ritter](#)
Subject: Carrik Court Development
Date: Monday, May 2, 2022 2:05:17 PM

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

I am commenting in regard to the Carrik Court mixed use development project. Overall, I am in of this project. My concern is infrastructure and businesses to support this increase in population. I believe SR 525 (Mukilteo Speedway) between 84th and Paine Field Blvd will need more capacity. I would like to see that section widened to 5 lanes, 4 travel lanes with a left turn lane. I am concerned that the population will put strain on local business to serve the increase in customers. Additional business development or expansion will be needed.

Thank you
Kevin Gobel
1504 Mukilteo BLVD
Mukilteo, WA 98275

From: [Anderson, Dawn](#)
To: [Linda Ritter](#)
Cc: [Frantz, Randy](#)
Subject: RE: [EXTERNAL] RE: Voicemail
Date: Friday, May 06, 2022 11:04:56 AM
Attachments: [Right Turn Lanes.pdf](#)

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

Hi Linda,

Thank you for time extension on this development, I asked our Traffic Engineer to review this project and here are the comments:

Mitigation

TIA proposes \$82,205.00 to Exhibit C project to add channelization to SR 525/88th Street SW intersection. We are unable to collect funds for this project since project was completed in 2011.

We request following frontage improvements:

- Extend outside SB lane on SR 525 about 830' to 88th Street SW^A.
- Match existing shoulder width, which appears to be 3' from ace of curb to edge line.
- Match existing sidewalk width, which appears to be 5' from back of curb to back of sidewalk.
- WSDOT will need an approved channelization/signing plan for extending SB lane on SR 525. We request two "right lane must turn right" signs

Access

The TIA proposes two access points on SR 525, however on the site plan it shows one access to SR 525 and one access on 88th Street SW. WSDOT classifies this as Managed Access Class 3, Class 3 only allows for one access per parcel with a variance. WSDOT would support the two access proposal of one on SR 525 and one on 88th Street SW, with the SR 525 access aligning with Caymus Lane as shown on the site plan.

With the comments from the Traffic Engineer this client would need to work with WSDOT. They will need to obtain a permit from WSDOT for the channelization work. I would be the point of contact for the client.

If you need additional information or any clarification let me know.

*Thank you,
Dawn M. Anderson
Washington State Dept. of Transportation
Development Services Engineer
Snohomish County*

15700 Dayton Ave N
PO Box 330310 MS 240
Seattle, WA 98133
206-440-4712 Office
anderdm@wsdot.wa.gov

From: Linda Ritter <lritter@mukilteowa.gov>
Sent: Thursday, April 28, 2022 12:45 PM
To: Anderson, Dawn <AnderDM@wsdot.wa.gov>
Subject: RE: [EXTERNAL] RE: Voicemail

That would be awesome, thank you

From: Anderson, Dawn <AnderDM@wsdot.wa.gov>
Sent: Thursday, April 28, 2022 12:18 PM
To: Linda Ritter <lritter@mukilteowa.gov>
Subject: RE: [EXTERNAL] RE: Voicemail

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

Thank you Linda. I do remember looking at this project. I was trying to determine exactly how much involvement WSDOT would need to have. In looking at it again I see there is a mitigation offer of \$82K and I apologize for not running this past my Traffic group already. I can send it to them today and let you know probably by Monday.

*Thank you,
Dawn M. Anderson
Washington State Dept. of Transportation
Development Services Engineer
Snohomish County
15700 Dayton Ave N
PO Box 330310 MS 240
Seattle, WA 98133
206-440-4712 Office
anderdm@wsdot.wa.gov*

From: Linda Ritter <lritter@mukilteowa.gov>
Sent: Thursday, April 28, 2022 11:53 AM
To: Anderson, Dawn <AnderDM@wsdot.wa.gov>
Subject: [EXTERNAL] RE: Voicemail

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Good Morning Dawn,

It's for the Carrik Court proposal at the corner of Mukilteo Speedway and 88th Street. It's for a 122

unit development with commercial along the speedway.

Note: Mukilteo City Hall is currently open Monday through Thursday from 7:30 AM-5:00 PM. The building is closed for lunch from 12-1 PM and closed to the public on Fridays. City staff is also available to assist you remotely during regular business hours. Please call 425-263-8000 if you need assistance.

Sincerely,

Linda Ritter

Senior Planner

Planning & Community Development

425.263-8043 | 425.212.2068 (fax)

lritter@mukilteowa.gov



11930 Cyrus Way | Mukilteo, WA 98275

From: Anderson, Dawn <AnderDM@wsdot.wa.gov>

Sent: Thursday, April 28, 2022 11:51 AM

To: Linda Ritter <lritter@mukilteowa.gov>

Subject: Voicemail

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

Hello Linda,

I got your voicemail but I could not hear what project you were referring to, can you let me know which one you meant?

Thank you,

Dawn M. Anderson

Washington State Dept. of Transportation

Development Services Engineer

Snohomish County

15700 Dayton Ave N

PO Box 330310 MS 240

Seattle, WA 98133

206-440-4712 Office

anderdm@wsdot.wa.gov

From: [Logan Ringer](#)
To: [Linda Ritter](#)
Subject: Carrik Court Development
Date: Sunday, May 1, 2022 9:20:48 PM

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

Hi Linda,

I'm inquiring about the Carrik Court development on 88th and 525. I live on the corner on 53rd Ave W and 88th St SW.

I see it's past the April 26 due date for comments, but if possible please add these comments and questions to the list. If you're unable to add them, I'd still greatly appreciate a response regarding them.

1. Is there a traffic plan? I see 122 townhomes will be added, and this will massively increase traffic at this intersection, 88th, and on 92nd St and 53rd Ave W as they are cut through streets.

2. Is there a pedestrian safety plan? 88th already has speeding problems as shown in the traffic assessment already performed by the city, and the neighborhood is working on getting speed bumps put in on the street. With the large increase in the number of people residing on 88th, will sidewalks be put in to increase safety?

Thank you for your time!
Logan

Diagram illustrating the plan view of a right turn channelization. The diagram shows a road layout with a wide lane line, a double centerline (yellow, narrow pattern), and a white edge line. Key dimensions and features include:

- 100' MIN.**: Minimum length of the channelization section.
- VARIES**: Variable length of the channelization section.
- 50'**: Fixed length of the channelization section.
- SEE CONTRACT**: Reference to the contract for specific details.
- WHITE EDGE LINE**: The outer boundary of the channelization.
- DOUBLE CENTERLINE (YELLOW) (NARROW PATTERN)**: The centerline marking within the channelization.
- OPTIONAL DOTTED EXTENSION LINE**: A dotted line extending from the centerline.
- CENTERLINE STRIPE (SEE NOTE)**: A stripe marking the centerline.
- WIDE LANE LINE**: The outer boundary of the lane.

RIGHT TURN CHANNELIZATION

RIGHT TURN CHANNELIZATION


NOTES


1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.
2. The channelization shown on this plan is for a two-lane highway. The channelization plan may be used on four-lane undivided highways with the appropriate considerations.
3. Centerline striping on the approach to raised channelization shall be No Pass in accordance with MUTCD figure 3B-15. Centerline striping on the departure from raised channelization shall be determined by an engineering study.
4. Centerline striping on the approach to and departure from painted channelization shall be determined by an engineering study.
5. Centerline striping on four-lane undivided highways shall be a double center line.
6. All Traffic Arrows not required are optional, but recommended. Arrows may be added for longer storage lanes, or deleted for shorter storage lanes. See Contract Plans.

LEGEND

L = Lane Width. See Contract for specified lane widths.

*** =** Denotes required traffic arrow. Accompanying **ONLY** word message optional. See **Standard Plan M-80.10** for spacing.

 Type 2R (SR) Traffic Arrow

 Type 3L (SL) Traffic Arrow

message op

Type 2R (S)

Type 3L (S)

300'

VARIES

75' MIN.
(SEE CONTRACT)

WIDE DOTTED
LANE LINE

LANE LINE

WIDE LANE LINE

DOUBLE CENTERLINE (YELLOW)
(NARROW PATTERN)

CENTERLINE STRIPE
(SEE NOTE)

WHITE EDGE LINE

**RIGHT TURN CHANNELIZATION
WITH DROP LANE**

RIGHT TURN CHANNELIZATION WITH DROP LANE

The diagram illustrates a plan view of a double right turn channelization. Key features and labels include:

- DOTTED EXTENSION LINE**: Indicated at the start of the channelization on the left.
- 200' MIN. (SEE CONTRACT)**: Dimension for the initial straight section.
- VARIES**: Dimension for the middle section of the channelization.
- 75' MIN. (SEE CONTRACT)**: Dimension for the final straight section.
- SEE CONTRACT**: Reference to the contract for specific dimensions.
- LANE LINE**: Solid lines defining the travel lanes.
- WIDE DOTTED LANE LINE**: Dotted lines within the travel lanes.
- DOUBLE CENTERLINE (YELLOW) (NARROW PATTERN)**: Centerline marking in the middle section.
- CENTERLINE STRIPE (SEE NOTE)**: Centerline marking in the final section.
- WHITE EDGE LINE**: Solid line at the right end of the channelization.
- LANE LINE**: Solid line at the right end of the channelization.

DOUBLE RIGHT TURN CHANNELIZATION

DOUBLE RIGHT TURN CHANNELIZATION



Brian Walsh Walsh, Brian
Sep 23 2020 3:45 PM

RIGHT TURN CHANNELIZATION STANDARD PLAN M-5.10-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

📅 Date: 2020.09.25

STATE DESIGN ENGINEER

 Washington State Department of Transportation

From: [ROBERT KALAPINSKI](#)
To: [Linda Ritter](#); [Steve Schmalz](#)
Subject: Carrik Court Multi-Use Development
Date: Tuesday, May 10, 2022 11:15:24 PM

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

I submitted a formal response to this proposed development on April 26th the original submittal deadline. However additional concerns have surfaced since and I would like to share them with the Planning overseers.

The main issue of Site Stormwater Drainage is one which makes this proposed development unfriendly. The southern 1.6 acres of the site identified as a "critical area" includes a Category IV wetland and a Type 5 stream. Deep Test Borings performed by Earth Solutions NW, LLC encountered glacial till or other low-permeability soils to the full depth of 90 to 135 feet. Kindred Hydro performed shallow infiltration testing (6 scattered test pits) confirming that the glacial till, a dense mixture of silt, sand and gravel provided poor infiltration of storm surface water. This is a concern because of the 40.4 inches of annual rainfall that Mukilteo reportedly receives.

The ultimate receiving waterbody for the proposed Stormwater Drainage Plan (CPH Consultants) is Smuggler's Gulch Creek. The total area of the development site is approximately 9.6 acres. The project is required to provide 20% of the site area in the form of common open space per MMC 17.51.050.B. This equates to 1.92 acres. Up to 50% of the onsite natural critical areas can count toward the required onsite open space and recreation area. The remaining 0.96 acres will be comprised of general open areas of the approximate 8.0 acres (9.6 - 1.6) of the construction site minus the surface area comprising the structures and paved roadway. These are non-permeability surfaces and therefore have no infiltration properties.

With an annual rainfall average of 40.4 inches on the site surface area of 9.6 acres a major collection of water will be accumulated and require a serious drainage plan. Calculating the capacity involved requires the following:

Annual water (gallons) capacity = 9.6 acres X 43,560 square ft./acre X 40.4 / 12 ft. X 7.48 gallons /cubic ft of H₂O = **10.531 million gallons / year.**

This is a **LOT** of stormwater to manage for a drainage plan and for an existing system capacity to absorb such as the one CPH Consultant plan is proposing. The true capacity will be somewhat less than the calculation indicates because some of the stormwater will infiltrate into the existing soil. But the question is - how much over the approximate 1 area of open and recreation properties that have poor infiltration capability.

I feel the presented narrative accurately describes the situation and should be carefully reviewed. Bob Kalapinski / 4673 89th Place SW Mukilteo WA.

From: [ROBERT KALAPINSKI](#)
To: [Linda Ritter](#); [Steve Schmalz](#)
Subject: Carrik Court Multi-Use Development
Date: Tuesday, May 17, 2022 12:42:37 PM
Attachments: [Average Monthly Rainfall in Mukilteo.png](#)

[WARNING: THIS MESSAGE HAS COME FROM A SENDER OUTSIDE THE CITY OF MUKILTEO NETWORK,]

The following information is meant to supplement the information I supplied in a 5/10 e-mail regarding the topic of Site Stormwater Drainage for the Carrik Development. That submission was not posted and this one does not need to be either but is meant as decision related information.

A more meaningful representation of the impact of the stormwater drainage requirement can be addressed by the available published monthly rainfall totals per the accompanying attachment. These totals are derived from data collected over the years 2014 - 2022 for Mukilteo, WA. The totals range from a low of 0.7" for the month of July to a high of 7.9" for the month of November.

Using the high of 7.9" of rainfall for the month of November the total in gallons works out to: 9.6 acres X 43,560 sq. ft./acre X 7.9 in./ 12 in. X 7.48 gal./cu. ft. H₂O = **2,058,195. gallons / year.** A drainage system design should therefore be capable of handling, a least, this capacity a month to be effective. I hope this is taken into consideration when this project is reviewed, and the developer is held responsible for implementing such a system and any upgrades to the existing system in place to meet these conditions. I hope that this information is helpful. Bob Kalapinski / 4673 89th Place SW. 5/17.

