

April 19, 2024

City of Marysville
Community Development Department
501 Delta Avenue
Marysville, WA 98270

RE: M-51 Industrial– Response to City Comments

Dear Reviewer(s),

Please refer to our responses below which address all review comments received from the City of Marysville on September 1, 2023, regarding the M-51 Industrial submittal package. You will find the markup comments listed in the order that they were written followed by our response in *italics*.

Planning Division Comments:

Chris Holland, Planning Manager, 360.363.8207, cholland@marysvillewa.gov

1. Provide File Number PA23014 on all future site, civil and landscape plan submittals.
Response: Added file number to all the civil plans as noted above.
 2. See attached comments from Snohomish County PUD related to access to the existing power lines.
Response: Noted.
- Site Plan Edits:
3. Pedestrian connections shall be provided from 51st Avenue NE and 59th Avenue NE and the building entrances. Pedestrian pathways that traverse a parking area or drive-aisle shall be constructed with decorative concrete.
Response: Revised site plan with the pedestrian access from 51st Ave NE and 59th Ave NE as noted.
 4. Parking areas shall include a landscape island every 10 stalls. The landscape islands shall be a minimum of 5' in width and 120 SF in size.
Response: Revised plans as noted.
 5. The site plan states the drive-aisles measure 24' in width, however, they only measure 22' in width.
Response: Added drive-aisles dimensions.
 6. The standard parking stalls shall measure 8.5' x 18'.
Response: Revised plan set with above noted dimensions.
 7. Provide off-street parking calculations, including standard ADA, carpool and bicycle demonstrating compliance with the MMC.
Response: Added off-street parking calculations.
 8. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 a.m. on weekdays. More spaces may be reserved, but they are not required.
Response: Revised site plan with carpool parking and above note.
 9. Carpool spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

Response: Noted.

10. Carpool signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.

Response: Added to the plans.

11. Bicycle parking shall be provided at a rate of 5% of the number of required off-street auto parking spaces. Design and location shall be provided in accordance with MMC 22C.130.060.

Response: Revised plans as noted above.

12. Provide location of required ADA parking spaces.

Response: Added location of the ADA ramps as noted.

13. Provide location of required carpool parking.

Response: Provided location of the carpool parking.

14. Provide location of required bicycle parking.

Response: Added bicycle parking locations.

15. Provide auto-turn exhibit demonstrating vehicle and truck traffic can navigate the drive-aisles.

Response: Added Auto-turn diagrams as noted.

16. Provide impervious surface calculations demonstrating compliance with the MMC.

Response: Provided impervious surface calculations.

17. Provide a parking lot illumination plan in accordance with MMC 22C.130.050(3)(d) and MMC 22C.020.245(4)(c).

Response: Illumination plan will be provided during Building Permit submittal for each building.

18. Provide details, and top and toe height of all proposed walls, including the proposed wall around APN 31052700200800.

Response: Added wall information and details as noted.

19. Add the following notes:

- i. Where illuminated signs and illuminated areas are permitted, such illuminating devices shall be shaded and/or directed so as not to visibly create a nuisance to any property in a residential zone classification. Residential zoning is located to the east of the proposed development.
- ii. Mechanical equipment located on the roof, facade or external portions of a building shall be architecturally screened so as not to be visible from adjacent properties at street level or the public street.
- iii. Equipment or vents which generate noise or air emissions shall be located on the opposite side of the building from adjoining residentially designated properties.
- iv. Industrial and exterior lighting shall not be used in such a manner that it produces glare on public highways. Arc welding, acetylene-torch cutting, or similar processes shall be performed so as not to be seen from any point beyond the outside of the property.
- v. The storage and handling of inflammable liquids, liquefied petroleum, gases, and explosives shall comply with rules and regulations falling under the jurisdiction of the city's fire chief, and the laws of the state of Washington. Bulk storage of inflammable liquids below ground shall be permitted, and the tanks shall be located not closer to the property line than the greatest dimension (diameter, length or height) of the tank.

- vi. Provisions shall be made for necessary shielding or other preventive measures against interference as occasioned by mechanical, electrical and nuclear equipment, and uses or processes with electrical apparatus in nearby buildings or land uses.
- vii. Liquid and solid wastes and storage of animal or vegetable waste which attract insects or rodents or otherwise create a health hazard shall be prohibited. No waste products shall be exposed to view from eye level from any property line in an industrial district.

Response: Added above notes to the cover sheet.

20. Developments are required to comply with the design standards outlined in MMC 22C.020.245 Industrial site and building design standards. The applicant shall provide a narrative demonstrating compliance with the site design standards. The following are some items that will need to be addressed.

- a. Define the street edge with buildings, landscaping or other features. Since a portion of Building A and Building B are not located along the street edge, enhanced landscaping shall be required, including use of ornamental and other decorative features such as boulders to enhance the streetscape.
- b. Parking should be located behind or to the side of buildings.
- c. Amenities for employees and visitors such as benches, weather protected seating areas, covered walkways, or other features shall be integrated into the site design. On-site open space is encouraged to be provided. The number and type of amenities shall be approved by the director based on site acreage, layout, and end users.
- d. Attractive landscape transition to adjoining properties shall be provided.
- e. See MMC 22C.020.245(4)(a) & (b) for landscape and site treatment and street landscaping requirements.
- f. An illumination plan shall be provided that complies with MMC22C.020.242(4)(c).
- g. See MMC 22C.020.245 (6) (7) & (9) related to building design, material and entrance requirements.
- h. See MMC 22C.020.245 (8) for blank wall requirements.

Response: All comments above noted. Enhanced landscaping will be provided as necessary. Parking is proposed to be located to all sides of buildings except where truck loading activities are intended. Employee amenities will be provided during building permit submittals. Illumination plan will be provided with Building Permit submittals. Building materials and design to be addressed during Building Permit submittals.

21. Comments on the landscape plans will be provided once the site plan is closer to approval.

Response: Noted, revised landscape plans are included with this submittal.

Engineering Services Comments:

Shane Whitney, Civil Plan Reviewer, 360.363.8227, swhitney@marysvillewa.gov

Existing Utilities:

22. Sanitary Sewer: The sewer main in 51st is shown on record drawing S41.

Response: Noted.

23. Water: The water main in 51st is shown on record drawing W775.

Response: Noted.

24. Storm: There are no conveyance structures fronting the project.

Response: All the frontage drainage will be collected via bioswale to the existing conveyance system along 51st.

25. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project.

- a. Sewer and water mains currently front the project on 51st, both will need to be installed within future 59th
- b. Storm drainage will need to be provided for both the widening of 51st, and future 59th.

Response: Storm drainage improvements are proposed along the 51st frontage in association with road widening and ROW dedication as required. See comment 31 below for 59th discussion.

26. Frontage Improvements: Frontage improvements are required per MMC 12.02A.090 on all projects. Frontage improvements are described as curbs, gutters, and sidewalks; underground storm drainage facilities; patching the street from its preexisting edge to the new curb line; and over layment of the existing public street to its centerline. Improvements to 51st and future 59th shall be done per the direction of the Traffic Engineer.

Response: Frontage improvements, ROW dedication, road widening and utility improvements are proposed for the project frontage along 51st and is depicted on the plans. See comment 31 below for 59th discussion.

Dedication Requirements:

27. A 25-foot dedication is required for 51st Ave NE.

Response: 25-foot dedication has been provided.

28. A 50-foot dedication will be necessary for 59th Ave.

Response: 65-foot dedication has been proposed in association with the neighboring property. An agreement is being negotiated to develop 59th between Mowat and NorthPoint and ROW dedication will be provided as needed for both developments in the agreement.

Access:

29. The spacing of the future accesses onto the arterials must be compliant with the guidelines detailed in section 3-301 of the EDDS.

Response: Noted.

30. The minimum width of a commercial driveway is 24-feet and the maximum is 40-feet.

Response: Updated plans to show max. travel width to be 40'.

31. The portion of 59th abutting this project will need to be constructed as part of this application. Construction could possibly be delayed to coincide with the adjacent project.

Response: An agreement is being negotiated to develop 59th between Mowat and NorthPoint and improvements will be provided as needed for both developments as stated in the agreement once 59th has been extended to the property. This project's plans indicate the future development of 59th to be completed during the neighboring

construction while providing the needed ROW on this project's parcels. Currently this project is land locked and cannot provide a connection between the western property extents and 59th to the north or south as it hasn't been constructed yet. All traffic analysis has been performed showing site connection only towards 51st, until such time as 59th is connected to the city road network. Storm water, sanitary sewer and watermain extensions, along with dry utilities as needed, will be included in association with the 59th roadway corridor improvements.

Drainage: All projects in the city of Marysville must comply with requirements stipulated under the MMC 14.15.040 and 14.15.050.

32. Stormwater drainage: The city has adopted the 2019 Ecology Manual. The project must demonstrate compliance with minimum requirements 1 – 9. The following modifications need to be made to the report:

- a. The project will need to incorporate some LID features. With gaining separation from the groundwater table, there will be an opportunity to use methods of infiltration.
- b. A conveyance analysis will be necessary at time of civil review of the project.

Response: Noted, LID design will be incorporated to the maximum extent feasible, and conveyance analysis will be provided during Building Permit design.

33. The maximum allowed impervious surface coverage for the Zoning designation is 85%.

Response: Noted, impervious are of the site development is not anticipated to be anywhere close to 85%.

34. Survey control datum NAVD-88 and NAD-83 are required to be used. Civil construction plans will not be accepted in any other datum.

Response: Noted. Survey control datum NAVD 88 and NAD83 has been used.

35. Trench restoration is to be completed in accordance with section 3-703 of the EDDS. A full lane or full street overlay may be required.

Response: Noted

36. The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.

Response: Noted.

37. A right of way use permit for all work proposed within City right of way is required. Cost for the ROW permit is \$250.00. ROW permit fees must be paid before right of way permit issuance.

Response: Noted.

38. The applicant is responsible for identifying any existing well or septic systems on site or on adjacent properties. If there are any existing septic systems on site they need to be decommissioned based on the Snohomish Health District standards. If there are any wells on site they need to be decommissioned based on Department of Ecology standards.

Response: Noted.

39. Engineering construction plan review fees are required in accordance with MMC 22G.030.020 and are due prior to release of approved civil construction plans. The construction plan review fees are increasing on October 1, 2023.

Response: Noted.

40. Engineering construction inspection fees are required in accordance with MMC 22G.030.020. The construction inspection fees are increasing on October 1, 2023.

Response: Noted.

41. All civil construction plan submittals are to be routed directly to Kacey Simon, Civil Plan Reviewer. The first civil construction plan submittal is to consist of a completed grading permit application, a plan set, a copy of the drainage report and a copy of the geotechnical report. Once the documents are ready to be submitted, we will provide you a link to where the materials can be uploaded to.

Response: Noted.

42. Please be advised these comments are in reference to specific items and do not imply a full review of the proposed application. Additional comments which may change the design requirements will be provided during the civil construction plan review process.

Response: Noted.

Public Works- Water Resources- WWTP

Billy Gilbert, Water Quality Lead, 360.363.8143, bgilbert@marysvillewa.gov

43. Plumbing system is subject to applicable requirements of MMC Chapter 14.10 "Water Supply Cross-Connections" and WAC 246-290-490.

Response: Noted.

44. This is a commercial facility requiring a RPBA directly downstream of the domestic water meter. For the purpose of premise isolation of the domestic water line. The RPBA shall be in accordance with Design standards 2-151-002.

Response: Added notes for the RPBA to the combined utility and grading plans.

45. A Double Check Detector Assembly (DCDA) is required for any fire line that is connected to the city's water system.

Response: Added notes for the DCDA to the combined utility and grading plans.

46. A Reduced Pressure Backflow Assembly (RPBA) is required immediately downstream of any irrigation meter and in an above ground hotbox if a chemical/fertilizer injection system is installed. If the irrigation system is not chemically injected, a DCVA is sufficient for this application. The DCVA may be installed in an in-ground meter type box or vault. In accordance with Design Standards 2-15-001.

Response: Noted.

47. On-site inspections are to be performed by the City of Marysville Cross Connection Control Specialist at rough-in and final. 48 hours' notice is required, prior to inspection.

Response: Noted.

48. Testing of all backflow prevention assemblies, by a Washington State Certified Backflow Assembly Tester, is required prior to occupancy use per MMC 14.10.120. Test report shall be forwarded to the City of Marysville Water Quality Office, prior to occupancy.

Response: Noted.

Public Works- Operations Comments:

Kim Bryant, Water Operations Supervisor, 360.363.8163, kbryant@marysvillewa.gov

49. Water main tie-ins on 51st Ave NE shall be live taps.

Response: Revised callout to with Live Tap connection.

50. Dead end water mains will require at a minimum a 2" blow off assembly.

Response: Added 2" blow off assembly as noted.

51. Water details not shown.

Response: Added water details to the plans.

52. Size of water main being installed is not shown.

Response: Added water main size information to the combined utility and grading plans.

Public Works- Engineering Comments:

Jesse Hannahs, PE, Traffic Engineering Manager, 36.363.8287, jhannahs@marysvillewa.gov

53. Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.

Response: Noted

54. Traffic Impact Fee (TIF) calculation improvement projects upon or frontage to be constructed by development shall be allowed for credit against Traffic Impact Fees up to the maximum amount of development TIF including:

- a. 1st Ave NE (frontage improvements) from 152nd ST NE to Northern City Limits.

Response: Noted.

55. Projects included within TIF calculations near development are:

- a. 156th ST NE (Smokey Point Blvd. to 51st Ave NE)
- b. 152nd ST NE (51st Ave NE to east City Limits)
- c. Intersection signalization of 156th St NE/ 152nd St NE & 51st Ave NE
- d. Intersection signalization/ roundabout of 156th NE & 47 Ave NE
- e. Intersection signalization of 152nd St NE & 47th Ave NE
- f. Intersection signalization of 51st Ave NE & 160th St NE
- g. Intersection signalization of 51st Ave NE & 165th St NE

Response: Noted.

56. A Traffic Impact Analysis (TIA) will be required.

Response: Traffic Impact Analysis has already been provided in previous submittal

57. This would include, for City approval, development of trip generation/distribution followed after City review/approval by identification of impacts and, where required, mitigation approaches.

- a. Development TIA shall evaluate if/at what time during development phasing signalization of intersection of 51st Ave NE & 165th ST NE shall be required.

Response: Preliminary Trip generation has already been provided in previous submittal, amended calculations will be provided during Building Permit Submittals

58. TIA should follow City guidelines to be provided.

Response: Traffic Impact Analysis has already been provided in previous submittal

59. Trip Distribution shall follow representations to be provided for neighboring areas developed based upon Comprehensive Plan Traffic Model.

Response: Trip distribution model has already been provided in previous submittal

60. Horizon Year analysis shall NOT include completion of:

- a. 152nd ST NE from 67th Ave NE to SR 9.

- b. I-5 & 156th ST NE Interchange. Funding for construction was removed with State Budget adopted in June 2023.
- c. 156th ST NE extension over BNSF tracks to west connecting to Snohomish County roadway network.

Response: Noted.

- 61.** The City is currently undergoing a significant update of the City Comprehensive Plan including the Transportation Comprehensive Plan with anticipation of adoption in summer of 2024.
- a. Traffic Impact Fees (TIF) and Projects included within will be reevaluated as part of this update.
 - b. Traffic Impact Analysis (TIA) not accepted before adoption would be expected to be compliant with the updated 2024 Comprehensive Plan including TIF.

Response: Traffic Impact Analysis has already been provided in previous submittal

- 62.** Frontage Improvements shall be required per Comp Plan.

Response: Noted

- 63.** 51st Ave NE:

- a. Three lane minor arterial per EDDS Standard Plan 3-201-004 including bike lanes, landscape strips, 5' sidewalks on both sides and street lighting.
- b. ROW Dedication shall be required to enable for future 5 lane arterial.

Response: Noted

- 64.** Intersection of 51st Ave NE & 165th ST NE

- a. Ultimate intersection shall be signalized.
- b. At minimum if signal construction is not required, ROW shall be provided to allow for future traffic signal construction.

Response: Further analysis and will be provided during Building Permit submittals, no signal is currently expected but ROW dedication has been proposed to be provided along site frontage of 51st.

- 65.** New roadway construction shall be required per Comp Plan.

Response: Noted.

- 66.** 59th Ave NE (152nd St NE through development parcel)

- a. Three Lane Minor Arterial per EDDS Standard Plan 3-201-005 including landscape strips, 12' multi-use trail on both sides and street lighting.
- b. Minimum half street frontage improvements including 24' if asphalt pavement shall be required along eastern property line.

Response: Noted

- 67.** Per EDD 3-301, access management standards shall apply.

- a. One access to arterials only per 500' of frontage.
- b. Spacing of accesses shall be per EDDS.
- c. Access shall be provided to lower volume roadway.
- d. Signalization shall be assumed for purposes of access management standards at all public street intersections within/fronting proposed development. Location of future 51st Ave NE & 165th ST NE intersection to be located north of existing RV Park shall be shown on plans.

Response: Revised plans as noted above.

- 68.** Per EDDS 3-506, street lighting will be required.

- a. Street lighting shall be designed as minor arterial utilizing 250 watt equivalent LED fixtures.
- b. Spacing of fixtures should be approximately 180'-220'.
- c. As part of civil construction approval proposed PUD street lighting locations shall be provided by the City for incorporation into the PUD site electrical plans.
- d. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD design.

Response: Conceptual street light locations have been added, further coordination with SnoPUD will occur during the Building Permit process.

69. Signing and Channelization Plans shall be required as part of Civil Construction plans.

Response: Added signage and channelization plans to the plan set.

Community Development- Building Division

Michael Snook, Building Official, 360.363.8210, msnook@marysvillewa.gov

70. Applicant shall comply with any and or all provisions the 2018 Edition of the International Building, Residential, Mechanical, 2018 Uniform Plumbing Codes, and current Washington State Amendments, or 2021 International Codes and Uniform Plumbing code if submitted after October 29, 2023.

Response: Noted

71. All plans and permit applications will be required to be submitted electronically as part of their submittal process. One (1) complete set of building plans, structural calculations, and 2018 Washington State Energy Code work sheets. 2021 Washington State Energy Codes required if submitted after October 29, 2023.

Response: Noted.

72. Contact our office if you have questions in regards to permit applications, checklists and/or handouts that you and/or your design team will be preparing plans for on your project.

Response: Noted.

73. If any demolition of structures is proposed, and you are unsure if permit/s will be required for the removal of any existing structures. Please contact the Building Division at 360-363-8100, to ask any specific questions. An asbestos report will be required for each demo permit.

Response: Noted.

74. Separate permits will be required for any proposed rockeries or underground storm vaults. One (1) complete set of building plans, structural calculations, site plan, and Geotech Report are to be submitted for review.

Response: Noted.

75. A grading permit will be required. A Geotechnical report shall be submitted to the City for this project.

Response: And Early Clear and Grade permit has already been obtained for this project site, further permits will be obtained as needed as the project progresses through the Building Permit process. A Geotechnical Report has already been provided in a previous submittal.

76. The building structure will be required to be designed under the 2018 IBC, Chapter 16, and Structural Design Requirements. Or 2021 IBC if submitted after October 29, 2023. The seismic zone criteria is to be established under the guidelines of a Washington State Licensed Architect and/or Structural Engineer.

Response: Noted.

77. Please provide scaled floor plans with square footage.

Response: Noted.

- 78.** Show on the plans the type of building materials proposed, and if required, what type of fire-resistant construction will be required.

Response: Noted.

- 79.** Site plan is to show the distance from the proposed structure to the property lines, from all sides of the building.

Response: Added dimensions from property line to the buildings.

- 80.** A Fire Sprinkler system will be required. The applicant is to verify this requirement with the Fire Marshal's Office.

Response: Noted.

- 81.** All Electrical installations are to be permitted, inspected and approved through the City. The current code is NEC 2020 with WCEC Amendments. A separate application, plans, and plan review will be required.

Response: Noted.

- 82.** Special Inspection will be required. The list of the type of inspections shall be indicated on the plans by the Engineer of Record. The owner is to notify the City of the registered special inspection agency prior to permit issuance.

Response: Noted.

- 83.** Building application for plan review will be approximately 4-6 weeks for first-time plan review comments.

Response: Noted.

Community Development- Building Division

Thomas Maloney, Fire Marshal, 360.363.8500, tmaloney@mfdrra.org

- 84.** No fire flow data is available. The fire flow required for this site is estimated at 3,000 gpm at 20 psi minimum residual pressure. Contact the city water dept. for hydrant flow test information.

Response: Fire flow test at 16015 51st Ave NE resulted in 3445 GPM at 52 psi residual pressure.

- 85.** The project shall comply with the current fire code requirements (2018 IFC) including WA State and local City of Marysville amendments to the fire code. Any fire code required construction permits (IFC section 105.7) are obtained through Marysville Community

Response: Noted.

Development at 501 Delta Avenue.

- 86.** Fire marshal approval of fire access and fire hydrant/water supply systems is required as part of the civil construction plan review and approval process.

Response: Noted

- 87.** The roadway and water system improvements for this project shall be in full compliance with city standards and fire code requirements for fire apparatus access and fire hydrant/water supply systems.

Response: Noted.

- 88.** It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using IFC Appendix B, and depends upon building sizes,

construction types, and sprinkler systems. Proof of fire flow will be required. Documentation/certification of available water supplies for providing the required fire flows is required for final approval of the water system for this project and prior to building construction. Check with the city Public Works Dept. for water system information.

Response: Noted.

89. Preliminary hydrant flow test of existing hydrants should be completed to evaluate the water available for fire flow to the site. The minimum fire flow required for this site is estimated at 3,000 gpm at 20 psi minimum residual pressure.

Response: Fire flow test at 16015 51st Ave NE resulted in 3445 GPM at 52 psi residual pressure.

90. Where a fire pump is required for fire protection water supply it shall be diesel driven, or if electric motor driven shall have an approved backup power generator (diesel, LP, NG fuel).

Response: Noted.

91. Maximum fire hydrant spacing for the proposed use is 300' apart.

Response: Noted.

92. Hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5" Storz fitting, and include blue reflective roadway markers located four inches off the centerline on the hydrant side of the road.

Response: Noted.

93. The minimum required fire flow for hydrants protecting commercial MF buildings is 1,500 gpm.

Response: Noted.

94. Fire hydrants shall be provided in approved locations. Fire hydrants on an approved water main extension are required within the site for this development. Provide water main extensions with hydrants along the new roadways and at all road intersections in approved locations, with maximum spacing of 300 feet apart. Fire hydrants with approved water supply must be in service prior to building construction.

Response: Noted.

95. Fire hydrant coverage shall be provided along all roads and at intersections. The location of fire hydrants requires fire marshal approval on civil construction plans.

Response: Noted.

96. A minimum 26 feet wide fire apparatus access is required within 20 feet on both sides of fire hydrants.

Response: Noted.

97. A minimum 26' wide fire apparatus access is required in the immediate vicinity of any building more than 30' in height for ladder truck operations, with the near edge of the access located within 15'-30' of the building, positioned parallel to one entire side of the building (IFC D105.3).

Response: Noted.

98. Turnaround provision is required for dead-end access in excess of 150 feet long.

Response: Noted.

99. An adequate access route for fire apparatus into and through the site must be in service prior to any building construction

Response: Noted.

100. If vehicle impact protection is deemed required for protection of any equipment it shall comply with IFC Section 312. Guard posts (bollards) are typically required for protection of gas piping, electrical equipment, fire protection piping and hydrants located where they could be subject to vehicle damage.

Response: Noted.

101. Access for firefighting operations along all sides of all buildings is required. A minimum 10' wide access is required for commercial and industrial buildings. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 150 feet of a minimum 26' wide fire apparatus access.

Response: Noted.

102. The city address committee will determine road names and address numbers for the lots.

Response: Noted.

103. Emergency responder radio coverage shall comply with IFC 510 requirements.

Response: Noted.

104. A radio signal strength survey of the bare ground should be completed prior to construction to determine the existing signal strength for compliance with IFC 510 Emergency Responder Radio Coverage requirements. Additional testing is recommended after sheetrock has been installed, and required for final building acceptance.

Response: Noted.

Public Utilities District No. 1 Comments:

Matt McReynolds, PE, 425.783.5627, mgmcreynolds@snopud.com

See email

Washington State Department of Ecology Comments:

Doug Gresham, Wetland Specialist, 425.429.1846, doug.gresham@ecy.wa.gov

105. I reviewed the M-51 Industrial project and have concerns about wetland filling and mitigation. It appears that the 51st Avenue ditch (Category III wetland) will be filled and put into a pipe. Although the Cascade Commerce Center was permitted to fill this ditch along their property, it does not mean that M-51 Industrial can do the same thing without permits.

Response: Permitting is in process

106. The wetlands delineated on this property would be waters of the state subject to the applicable requirements of state law (see RCW 90.48 and WAC 173.201A) and Section 401 of the Clean Water Act (33 USC §1341) and 40 CFR Section 121.2. Because direct wetland impacts are proposed, the applicant shall obtain all necessary state and federal authorizations prior to beginning any ground-disturbing activities or vegetation removal.

Response: Permitting is in process

Public Works Comments:

Monica Summerset, Associate Land Development Analyst, 425.262.2860, contact.pwCMS@snoco.org

107. The county received the city's request for review M-51 Industrial (PA23014), 16329 51 Ave NE. If the development is subject to SEPA, then mitigation under the county/city interlocal agreement is

M-51 Industrial
April 19, 2024

required. The applicant has two options for determining the development's proportionate share mitigation. The applicant may (1) prepare a comprehensive traffic study to determine the development's proportionate share impact to the county adopted capacity improvements or (2) the applicant may have its proportionate share impact mitigation based on its average impact to County facilities as described in exhibit 2 of the ILA. If option 1 is chosen, a comprehensive traffic study is needed consistent with the attached checklist. If option 2 is chosen, the mitigation can be calculated based on \$/new ADT impacting the county road system. The county requests mitigation based on one of the two options identified above. A written offer is required for either option chosen and an offer form is attached for the applicant's use. Please return the completed form to Contact.pwCMS@snoco.org.

Response: Written offer will be coordinated directly with Snohomish County.

Sincerely,

LDC, Inc.



Joe Hopper
Senior Project Manager
Kent Office