

July 24, 2024

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

**RE: M-51 Industrial– Response to 2nd Technical Review Comments
Project No. PA 23014**

Dear Reviewer(s),

Please refer to our responses below which address all review comments received from the City of Marysville on May 24th, 2024, regarding the M-51 Industrial resubmittal 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@marysvilewa.gov

- 1. TR1 Comment:** See attached comments from Snohomish County PUD related to access to the existing power lines.

TR1 Response: Noted

TR2 Comment: According to the PUD, language in the 50' Easement recorded under AFN 201002230776, access is required from the parent parcels (APNs 31052700301100 & 31052700301100) to the easement for maintenance. The proposed detention facility blocks all access to the easement.

Response: *We worked directly with PUD to provide a 25-foot access from the project entrance drive to the existing 50' PUD easement. Matt McReynolds from the PUD has approved the design shown on the revised plans for this resubmittal.*

- 2.** The site plan shall be amended, as follows:

- a. New Comment:** Amend the pedestrian connection from the buildings to 51st Avenue NE and 59th Avenue NE so that they are 5' inside the drive land to provide a separation from motor vehicles.

Response: *Revised pedestrian connection as mentioned above.*

- b. New Comment:** Because truck parking is proposed west of Buildings 1 & 3 and visible from 51st Avenue NE, a minimum 10' L1 buffer shall be required to be installed to ensure visibility of the truck parking is screened.

Response: *A 10' Type L1 buffer has been proposed in place of the 15' Type L3 buffer to ensure sufficient screening is achieved.*

- c. TR1 Comment:** Provide impervious surface calculations demonstrating compliance with the MMC.

TR1 Response: Provided impervious surface calculations.

TR2 Comment: Impervious surface calculations not found in the plan set.

Response: *Impervious area calcs were shown on cover sheet. Also added the impervious area calcs to the BSP.*

- d.** Prior to civil construction plan approval, a parking lot illumination plan in accordance with

MMC 22C.130.050(3)(d) and MMC 22C.020.245(4)(c).

Response: Noted.

- e. **TR1 Comment:** Provide a detail, and top and toe height of all proposed walls, including the proposed wall around APN 31052700200800.

TR1 Response: Added wall information and details as noted.

TR2 Comment: Wall information not found in the plan set.

Response: The wall design was changed as shown on RD-01 (Sheet 12) with detail on DT-03 (Sheet 43) and in the Landscape plans.

3. 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.

Response: A comprehensive narrative in compliance format that addresses all the site design standards is included with this resubmittal.

- 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.

Response: Supplemental planting is proposed adjacent to the 10' Type L1 buffer between the sidewalk and parking lot along 51st Ave. It includes shrubs, mulch and decorative boulders to enhance the streetscape.

- b. Parking should be located behind or to the side of buildings.

Response: Passenger car parking is provided along the front and sides of the buildings, while commercial vehicle parking is located behind the buildings, in the interior area of all four proposed 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.

Response: There are nine areas on the site plan that include benches and tables. These amenities are spread around and integrated into the site for easy access for employees and visitors.

- d. Attractive landscape transition to adjoining properties shall be provided.

Response: Provided as shown on the Landscape plans. Adjoining properties to the north and south have wetland areas and storm water management ponds adjacent to the subject property. Proposed landscaping is consistent with neighboring properties site treatments.

- e. See MMC 22C.020.245(4)(a) & (b) for landscape and site treatment and street landscaping requirements.

Response: Provided as shown on the Landscape plans.

(a) Parking lot screening has been achieved through the use of Type L1 opaque screening along 51st Ave NE. A variety of evergreen trees shall provide dense screening to limit the view of parking from the right of way. Type L3 landscaping shall provide broken screening of the site when viewed from 59th Ave NE to the East. Type L1 screening has been proposed at the ends of truck parking. A variety of evergreen and deciduous shrubs in addition to deciduous trees has

***been proposed throughout the passenger vehicle parking areas.
(b) Street landscaping has been provided by means of a mixture of deciduous trees, and a bioswale mix of grasses appropriate for areas that may incur seasonal water retention.***

- f. An illumination plan shall be provided that complies with MMC 22C.020.245(4)(c).
Response: Conceptual street lighting location along 51st Ave NE has been shown on Sheets 34-37. Building and parking lot lighting plans will be provided when construction drawings are prepared for site construction permitting.
 - g. See MMC 22C.020.245 (6), (7) & (9) related to building design, material and entrance requirements.
Response: The requirements of this section shall be addressed prior to building permit submittal.
 - h. See MMC 22C.020.245 (8) for blank wall requirements.
Response: Updated terraced walls are separated by a landscaping bed at least two feet in width. See proposed landscaping on sheet L-3.
4. Comments on the landscape plans will be provided once the site plan is closer to approval. A final landscape plan will be required to be approved, prior to civil construction plan approval.
Response: Noted.

Engineering Service Comments:

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

5. Existing Utilities:
- a. Sanitary sewer: The sewer main in 51st is shown on record drawing S41.
 - b. Water: The water main in 51st is shown on record drawing W775.
 - c. Storm: There are no conveyance structures fronting the project.
- Response: Noted.***
6. 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: Noted.***
7. 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 overlayment of the existing public street to its centerline. Frontage improvements shall be completed in accordance with the Comp Plan.
- a. 51st Avenue NE is to be constructed per SP 3-201-004 and an allowance for the expansion to a 5 lane roadway.
 - b. 59th Avenue NE full buildout is to be per SP 3-201-005, at a minimum half street construction is required.
- Response: Noted.***
8. Dedication Requirements:
- a. A 25 foot dedication is required for 51st Ave NE.
A 25 foot dedication is being shown on the supplied plans.

- b. A 50 foot dedication will be necessary for 59th Ave.
It was noted in the response memo that a total of 65 feet will be dedicated between this project and the project to the east. As a 12 multi-use path will be on both sides, total right-of-way width will need to be 80 feet.

Response: Revised 59th Ave NE with requested ROW dedication and design.

9. Access:

- a. 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.

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

Response: Noted.

- c. 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: Noted.

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

- a. 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:

- i. 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.

The submitted report has demonstrated general compliance with the Ecology manual. It must be noted that at time of civil submittal on-site LID features will be required to be implemented to the maximum extent feasible. Please revise the report as necessary at that time.

- ii. A conveyance analysis will be necessary at time of civil review of the project.

- b. A geotechnical report has been supplied.

Response: Noted.

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

Response: Noted.

12. 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.

13. 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.

14. The onsite utility mains must be place within an easement, which is shown, however placement of those utilities must be such that they can be worked on while staying within the easement. Those easements shall be in place prior to any occupancy of the future buildings.

Response: Noted.

15. In looking at some of the fire hydrant leads, those in excess of 50 feet in length must be 8 inch lines.

Response: Revised plans to update the FH lines to 8" where required.

16. Engineering construction plan review fees are required in accordance with MMC 22G.030.020. \$976 plus a \$2000 deposit are due for submittal of the grading permit. Review fees of \$130 per hour will be charged against the deposit.

Response: Noted.

17. Engineering construction inspection fees are required in accordance with MMC 22G.030.020. Inspection is charged at \$130 per hour with a \$2,500 deposit required.

Response: Noted.

18. 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. The following review times apply:

- a. First review = 5 weeks
- b. Subsequent reviews = 3 weeks

Response: Noted.

19. 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- Engineering Comments:

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

20. May 2023 TIA comments – Although addressing the following comments is not anticipated to change the conclusions of the TIA, the following should be addressed for approval and resulting traffic concurrency determination.

- a. A review of existing and new transportation facilities, and collision evaluation shall be included consistent with the 6/5/23 TIA Guidelines provided in the 9/1/23 review comments.

Response: Collision data has been provided in a memo dated July 3, 2024.

- b. The estimated trip generation is approved and resulting impact fees for City and County impacts appear correct.

Response: Noted

- c. Year of opening (2026) trip distribution patterns should match the City's "MIC North-Existing" trip distribution figures previously provided along with TIA Guidelines during the previous review. The TIA's distribution sends a substantially greater percentage of traffic north of the site. This modification does not appear likely to alter the TIA conclusions but should be updated for consistency with other development proposals and City planning documents.

Response: The trips assigned north of the site match the overall trip distribution. Trips shown using 152nd Street NE/67th Avenue NE to travel to/from the northeast were assigned to 172nd Street NE due to the proximity of the development site and 172nd Street NE being a more direct route for this development site.

- d. Existing traffic volumes at SPB/156th St and 51st Ave/152nd St for the William Industrial TIA (PA 23-025) were collected in June 2023, shortly after those presented in this TIA (March 2023). June '23 volumes are notably higher at both locations. The higher traffic counts

should be used to provide a conservative and consistent evaluation since both TIAs currently remain under review. Alternatively, additional counts may be collected at these locations and an average across the three counts used for the evaluation. A PDF copy of the full William Industrial TIA with count data is attached for use.

Response: The March 2023 volumes were identified to be acceptable during discussions with City staff based on the timing of the applications.

- e. As noted in the TIA Guidelines, future traffic volumes may be forecast using a 2% annual growth rate with the addition of pipeline development trips as described. This may reduce the project's forecast traffic impacts beyond that documented. The 3% growth presented is acceptable.

Response: Noted, no change needed.

- f. Signalization improvements to the 51st Ave NE/160th St NE are required to be constructed to achieve concurrency. Signalization shall account for the ultimate intersection design so that signal poles will not be required to be relocated in the future. Intersection build-out channelization appears unlikely to be required but is subject to any revised TIA conclusions (i.e. addressing other comments above).

- i. These are creditable towards the required traffic impact fees, along with the required frontage improvements.
- ii. 51st Ave NE/152nd St NE is and/or will be a condition for approval of multiple other development proposals; however, this also is a condition of approval of the M-51 proposal and the responsible proposal will be whichever development first draws a building permit. Coordination and possible cost-sharing with other development applicants is encouraged.

Response: Noted, no change needed.

- 21. Previous frontage improvement comments have been addressed. Any further frontage improvements are provided within the Civil Reviewer's comments.

Response: Noted.

- 22. Access driveways shown on the preliminary civil plans meet access management standards (EDDS 3-301). 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: Noted

- 23. Conceptual street lighting shown on 51st Ave NE on combined utility sheet is highly inconsistent compared to previously provided typical spacing. No conceptual street lighting is shown on 59th Ave NE but will be required. This is acceptable for planning approval but shall be finalized during construction plan review.

- 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. The Snohomish County PUD contact for more information regarding PUD design has recently changed to Mike Fleming at (425) 783-8276 or mpfleming@snopud.com.

Response: Street lighting will be designed and constructed in accordance the relevant codes and Snohomish County PUD requirements.

Fire District Comments:

Brian Merkley, Deputy Fire Marshal, 360.363.8500, bmerkley@mfdrrfa.org

General:

24. The project shall comply with all currently adopted fire code requirements including WA State and local City of Marysville amendments to the fire code. Any fire code required construction permits are obtained through Marysville Community Development.

Response: Noted.

25. 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.

Water Issues:

26. Fire hydrants with approved water supply must be in service prior to building construction.

Response: Noted.

27. 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. Arrange flow testing with the city Public Works Dept. Letter received and shows adequate fire flow.

Response: Noted.

28. The number of fire hydrants shall be determined on an average spacing of 300 feet computed on an imaginary line parallel to and not less than 50 feet from the structure. All hydrants are to be accessible to fire department pumpers over roads capable of supporting such fire apparatus (City EDDS 2-060). All hydrants and FDC's need to be at least 50 feet away from the building. Hydrants also need to be provided along Drive D to meet minimum spacing requirements surrounding each of the buildings.

Response: Revised plans to add hydrant to Drive D to meet spacing requirements.

29. When the required fire flow is 2500 gpm or more, the fire hydrants shall be served by a main which loops around the building or complex of buildings and reconnects back into the distribution main. (City EDDS 2-060). Plans show hydrant loop around the building.

Response: Noted.

30. Unobstructed access to hydrants and FDC's shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants (2021 IFC 507.5.4). Hydrants and FDC's shall be located in areas where they will not be obstructed by anything (parking spaces, etc...).

Response: Noted.

31. Fire hydrant coverage shall be provided along all roads and at intersections. "Fire hydrants meeting city specifications shall be installed on all extensions of the city water system at the time such extensions are constructed. All hydrants shall be owned and maintained by the city. The location and frequency of fire hydrants shall be specified by the city utility department and fire department; provided, that fire hydrants in commercial and industrial zones shall be spaced not more than 300 feet apart" (MMC 14.03.050).

Response: Noted.

32. Fire hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5" Storz fittings, with blue reflective hydrant markers to be provided in the roadways, located four inches off the centerline on the hydrant side of the road.

Response: Noted.

Access Issues:

- 33.** An adequate access route for fire apparatus must be in service prior to any building construction.
Response: Noted.
- 34.** A minimum 26 foot wide fire apparatus access is required within 20 feet on both sides of fire hydrants.
Response: Noted.
- 35.** A minimum 26' wide aerial fire apparatus access roads are 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 at least one entire side of the building (MMC 9.04.503.1.4). Aerial access appears adequate.
Response: Noted.
- 36.** Roadways shall be marked "NO PARKING – FIRE LANE" where needed to maintain unobstructed emergency access. Please show on civil drawings for approval. (2021 IFC 503.3).
Response: Noted.
- 37.** Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions in IFC Chapter 32 (2021 IFC 503.1.3).
Response: Noted.
- 38.** 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.
- 39.** Fire sprinkler and alarm systems will be required. Fire hose standpipe systems may be required. A fire pump system may be required. Emergency Responder Radio Coverage may be required. Building plans should show fire equipment locations. Separated rooms with exterior access doors are required for fire equipment.
Response: Noted.
- 40.** A fire line permit(s) will be required prior to construction.
Response: Noted.
- 41.** A location in the sprinkler riser room is required for the DCDA backflow prevention for the fire sprinkler system. Contact Water Quality Specialist, at 360-363-8141 for fire sprinkler system backflow prevention device information. PIV's are not acceptable.
Response: Noted.
- 42.** FDC's shall be located 3 to 10 feet from hydrants.
Response: Noted.
- 43.** The location of fire hydrants and FDCs requires approval on civil plans. Plans for underground fire sprinkler piping shall be shown on civil construction water plans, and submitted for fire marshal review and approval.
Response: Noted.
- 44.** 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.

45. Pump and riser room size shall be in accordance with MMC 9.04.901.4.6 requirements.

Response: Noted.

46. Emergency responder radio coverage shall comply with MMC 9.04.510 requirements.

Response: Noted.

47. 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 required after sheetrock and glass has been installed, and required for final building acceptance.

Response: Noted.

48. Fire extinguishers are required in approved locations- minimum 2A-10B-C UL rated.

Response: Noted.

49. 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 / FDC's located where they could be subject to vehicular damage.

Response: Noted.

Sincerely,



LDC, Inc.

Joe Sturtevant,
Principal Engineer