



May 31, 2022

City of Marysville
Community Development Department
80 Columbia Ave
Marysville, WA 98270
Attn: Chris Holland

Re: Quality Auto Center- Response to Building Design Comments (PA22005)

Dear Chris,

The following are response to the Planning Division comments you sent to me on April 27, 2022.

1. Materials and color.

- a. Metal siding will have visible corner moldings and trim designed by the manufacturer to work with the siding. We have added a masonry base that will be either CMU or manufactured stone in an earth-tone color that is compatible with the metal colors. The owner is looking at options and we will submit a sample when selected. We have revised the lower eastern service portion of the building to have two metal textures and colors.
- b. We have added glazing to the overhead doors.
- c. We have added a cornice detail consisting of a horizontal metal band and a 3" high by 1.5" deep reveal between the top of the metal siding and the horizontal metal band. We think this will cap the wall and provide a change of texture without detracting from the clean lines of the design.
- d. The owner is concerned about awnings projecting in the drive areas and they want to retain the design as shown. We propose the use of ¼" approximate thickness metal plate attached to the walls above the door frames to extend 12" to 18" and act as wall run-off diverter and to add a shadow line at doors.
- e. We propose to paint the door frames at hollow metal personnel doors and overhead doors black to contrast with the yellow and white doors that are adjacent to metal siding or masonry.

2. Secondary public entrance.

The public entrance is the main entry at the front yard where all the customer parking is located. If the service reception is considered a secondary entrance, the customers will drive their cars into the enclosed service drive thru and enter the building directly from that space.

3. Pedestrian pathway between the street sidewalks and the main entrance.

We located the pedestrian pathway along the entry drive for two reasons: First, the grades are highest the NW corner of the property at the sidewalk which allow the walkway to be relatively level and meet ADA accessibility without ramps to the street sidewalk.

Second, this site requires up to 5 feet of fill so we have a retaining wall at the front edge of the front yard parking area. Because of this and the required Storm Water Management Facility, the grade change and serious negative impacts to the drainage system make access directly out to the street from the main entry a design problem that needs to be avoided.

We recognize the desire to have the most direct pathway possible, but in this case that does not work well due to site topography, storm water management, and fill as noted. We do meet IBC and WA State accessibility requirements as currently designed.

I hope our revisions and response are acceptable. We appreciate your assistance with the project.

Please let me know if you need any other information.

Sincerely,



Lance Mueller AIA
Lance Mueller & Associates /Architects