



COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ♦ Marysville, WA 98270 ♦ (360) 363-8000

January 30, 2024

Harold Christensen
Lance Mueller & Associates
130 Lakeside, Suite 250
Seattle, WA 98122

Re: Undi Commerce Park – *Technical Review 3*
PA 22008

Dear Harold,

After preliminary review of the revised application materials for the above referenced proposal, the Planning Division has the following comments:

City of Marysville Community Development – Planning Division

Chris Holland, Planning Manager
360.363.8207
cholland@marysvillewa.gov

1. No comments on the amended site plan.
2. Prior to advancing this project with a concurrency recommendation, and a SEPA Threshold Determination, the applicant will be required to work with Public Works and Community Transit on the proposed joint access with Ideal Industrial Park, specifically, related to existing overhead span signal, cross walk and bus stop locations. See comment No. 4 below.

City of Marysville Public Works – Engineering

Jesse Hannahs, PE, Traffic Engineering Manager
360.363.8287
jhannahs@marysvillewa.gov

3. Frontage improvements including street lighting as well as ROW dedication may be required, specifically but not limited to, on 152nd St NE.
 - a. 152nd St NE, per the Comp Plan is designated as a Minor Arterial per EDDS Standard Plan 3-201-004.
 - b. Plans must provide detail required to construct 152nd ST NE frontage improvements including Plan, cross-sections, etc.
4. Per EDDS 3-301, Arterial Access Management Standards shall apply:
 - a. Proposed southern shared access point aligns with northern unsignalized Marysville Fire District driveway with a span wire traffic signal installation.
 - i. Access location is only 30-40' from the existing traffic signal.

- ii. A deviation would not be supported by Public Works Traffic Division for a full access at subject location with a traffic signal as currently exists given the conflict between northbound Smokey Point Blvd. traffic and trucks exiting the Industrial Developments.
 - iii. Public Works Traffic Division would potentially support a variance if the development were to provide for one of the following options:
 - A. Modification of the existing traffic signal to include signalization of the proposed shared driveway within the signal layout.
 - TIA would need to be performed to evaluate signal LOS assuming east/west split phasing with the east & west legs not aligned.
 - Existing span wire signal installation might need to be fully replaced and/or new signal poles with mast arms be installed to accommodate new signal heads necessary.
 - Channelization modification to Smokey Point Blvd. would be required.
 - Signal installation/modification would be required to meet current MUTCD and ADA guidelines.
 - B. The existing traffic signal would need to be reduced to an Emergency Fire Signal only by:
 - Reconfiguring span wire signal heads to provide for fire signal operations only.
 - Relocating the existing pedestrian crosswalk contained within the traffic signal operations to the north or south with the installation of a marked two-stage offset mid-block crosswalk with RRFB systems. Fully built-out Pedestrian Median Refuge Island will be required with pedestrians having a 2-stage RRFB system with a non-direct through pedestrian path to encourage viewing of oncoming traffic. (See example at Grove ST & Bayview Trail west of 81st DR NE).
 - CT Bus Stops on both east and west side of Smokey Point Blvd. will need to be relocated to be near relocated crosswalk with RRFB.
 - Location of proposed pedestrian crosswalk with RRFB shall be located to provide for the least negative impact to utilization of the existing two-way left turn lane.
 - b. Spacing of access points must meet access management standards. Access points shall align with existing access points on the west side of Smokey Point Blvd. or meet access management standards. Show west side access points on site plan and civil construction plans. A deviation may be required depending on locations of existing west side access points.
 - c. Existing curb cuts on property frontage which are not to be utilized, shall be removed and replaced with roadway standard landscape strip and sidewalk.
5. Per EDDS 3-506, street lighting will be required.
- a. Smokey Point Blvd.
 - i. Existing City owned decorative street lighting is present along frontage and shall be maintained throughout project.

- ii. Any damage to street lighting system shall be repaired in kind by the development contractor.
 - iii. If relocation of decorative street lighting is required as part of project for access point relocation, etc., design of such shall be required as part of civil construction plans.
- b. 152nd ST NE:
- i. Street Lighting upon 152nd ST NE) shall be PUD installed fiberglass pole installation type street lighting.
 - ii. 152nd ST NE shall be designed as a minor arterial utilizing 250 watt equivalent LED fixtures.
 - iii. Spacing of fixtures should be approximately 180'-220'
 - iv. As part of civil construction approval proposed PUD street lighting locations will be provided by the City to the developer for submission to PUD and incorporation into the PUD site electrical plans.
 - v. Street light shall be provided a minimum of 20' to the east of proposed 152nd ST NE access point.
 - vi. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD street lighting.
6. A signing and channelization plan shall be required as part of civil construction plans for 152nd ST NE frontage improvements and existing Smokey Point Blvd.
- a. Existing channelization on Smokey Point Blvd. shall be identified and replaced/repared if necessary by development contractor.
 - b. To the extent feasible, 152nd ST NE shall be channelized in accordance with future corridor roadway cross-section.

Marysville Fire District

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

7. **GENERAL:**
- a. The project shall comply with the current fire code requirements 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 Development.
 - b. 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.
8. **WATER ISSUES:**
- a. Fire hydrants with approved water supply must be in service prior to building construction.
 - b. 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). *Plans show no hydrants available along the north end of the east aisle. Please add two hydrants; between buildings I – J and J – K.*

- c. 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).
- d. 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 (2018 IFC 507.5.4).
- e. It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using the 2018 IFC Appendix B, and depends upon building sizes, construction types, and sprinkler systems.
- f. 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. *Letter received dated 12/13/2022 showing 3,516 gpm at 14919 SPB.*
- g. 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).
- h. 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.

9. **ACCESS ISSUES:**

- a. An adequate access route for fire apparatus must be in service prior to any building construction.
- b. A minimum 26 foot wide fire apparatus access is required within 20 feet on both sides of fire hydrants.
- c. 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). *Access shown on plans appears adequate.*
- d. Roadways shall be marked "NO PARKING – FIRE LANE" where needed to maintain unobstructed emergency access (2018 IFC 503.3).
- e. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions in IFC Chapter 32 (2018 IFC 503.1.3).
- f. 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.

10. **FIRE PROTECTION SYSTEMS & EQUIPMENT:**

- a. 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.

- b. 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.
- c. FDC's shall be located 3 to 10 feet from hydrants.
- d. 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.
- e. 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).
- f. Pump and riser room size shall be in accordance with MMC 9.04.901.4.6 requirements.
- g. Emergency responder radio coverage shall comply with MMC 9.04.510 requirements.
- h. 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.
- i. Fire extinguishers are required in approved locations- minimum 2A-10B-C UL rated.
- j. 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.

Revised application materials must be accompanied with a written response detailing how each of the items outlined above and attached hereto have been addressed, and what sheet the change(s) can be found on.

After you have had an opportunity to review, please let me know what technical review comments you need clarification on. Once received I can set up a Zoom meeting with all of the applicable city and agency representatives. If you have any questions, please contact me at 360.363.8207, or by e-mail at cholland@marysvillewa.gov.

Sincerely,

Chris Holland

Chris Holland
Planning Manager

e-copy: Haylie Miller, CD Director
Tyler Foster, PE, Land Technologies, Inc.
Shale Undi, owner